

## RACING NOTES.



W. A. Rouch.

APPROACHING THE BUSHES.  
*Tracery leading the field for the Jockey Club Stakes.*

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**U**NTIL last week we—I, myself, at all events—had looked upon Lord Derby's good-looking colt, Light Brigade, as being not merely the best of his age, but the one and only three year old of the year with any pretensions to rank as a race-horse of fair class. A good "miler" was all that could be said in favour of Craganour. Louvois went all to pieces and Aboyeur may have been a useful colt, but his heart was not in racing, and so the sorry tale of the three year olds ran on. Form they had not, and such form as they did show varied from week to week, almost from day to day. Light Brigade, however, has run eleven races, all of which he has won—a very meritorious record. It may be said that he has never achieved a notable victory, but the fact remains that he has never been beaten this year, nor is it unlikely that before the season closes he will have done something to reveal his true merit. He has, by the way, 8st. 12lb. to carry in the Duke of York Stakes, and if he escapes a penalty, 8st. 5lb. in the Cambridgeshire. So much for Light Brigade. Now, what about Cantilever, the easy winner of the Jockey Club Stakes last week? Is this another good three year old? That is a question we must, I think, leave Lord Harewood's colt to answer for himself, and he will have an opportunity of doing so either in the Duke of York Stakes, when, with 7st. 13lb. (a 5lb. penalty included), he will be getting 13lb. from Light Brigade, or in the Cambridgeshire, where he has to carry 7st. 10lb. (a 10lb. penalty included) as against the 8st. 5lb. allotted to Light Brigade. What he did on Thursday last was to beat Tracery, from whom he was receiving 23lb. more than weight for age, by two lengths over the last mile and three-quarters of the Cesarewitch course. On behalf of Tracery it can certainly be said that although beaten, he was by no means disgraced, for he did give 16lb. and the soundest of beatings to Aleppo. Now, in Mr. C. R. Richards' "Unofficial Handicaps" Aleppo is estimated to be just 16lb. behind Prince Palatine. If, therefore, this calculation is reasonably correct—I think it is—it would seem that had Prince Palatine been in the field last week, Tracery would have beaten him with something in

hand, as, indeed, Whalley, who rode him, was confident he would have done in the race for the Ascot Cup, but for being brought down by the demented individual who threw himself in his way. There is, at all events, to my mind, plenty of evidence that Tracery is a racehorse of high class, but he was wholly unable to give the weight—23lb. more than weight for age, 34lb. in all—to Cantilever, and judging by the manner in which the three year old preserved his action up to the very last stride, I am not a little inclined to think that he is quite a useful colt and that in all probability his future running will show that Tracery was attempting an impossible task. This I think the more, as the trainer of Cantilever has all along believed in the colt, but has only now been able to get him into racing condition. It was, I believe, Lord Harewood himself who suggested the removal of the colt's shoes and the substitution of "tips," and he will be the more pleased at the satisfactory result achieved as he is the breeder as well as the owner of the colt. A sound pedigree it is, too, by Bridge of Cann 9, out of Lighthead 12, by Zealot 25, out of Whitelock, by Wenlock (4), out of White Heather by Blair Athol 10. Bridge of Cann 9, by Love Wisely 11, out of Santa Brigida by St. Simon 11, out of Bridget, by Master Kildare 3. Curiously enough, Light Brigade and Cantilever are blood relations—or connections—for Santa Brigida, dam of Bridge of Cann 9 (sire of Cantilever), is also the grand-dam of Light Brigade.

Much more surprising than the winning of the Jockey Club Stakes by Cantilever was the beating given by Simon the Jester to Roseworthy, White Magic and Young Pegasus in the Thirty-fifth Great Foal Stakes; still more astonishing, on the face of it, was the fact that in the same race Roseworthy gave 22lb. and a beating to White Magic, who at even weights, had beaten him by the length of a street in the St. Leger. Whether Simon the Jester—he was receiving 32lb. from Roseworthy and 10lb. from White Magic—ought to have won the race is, perhaps, open to doubt, for it is likely enough that, holding him of no account, neither Maher nor Huxley, the respective riders of Roseworthy and



Rouch. CANTILEVER, WINNER OF THE JOCKEY CLUB STAKES. Copyright.

White Magic, paid serious attention to him until too late. Be that as it may, there was the astounding reversal of form between these two colts to account for—a variation of form amounting to somewhere about 45lb. since Doncaster. The breaking of a small blood-vessel—I did not notice it myself, but have since heard that it did happen—by Roseworthy in running for the St. Leger would account for his poor performance in that race; and it is, too, quite probable that White Magic had gone "off" since his effort at Doncaster; he did not, at all events, look like Morton's horses usually do last week, so that, after all, there is, perhaps, a reasonable explanation of the latest and most untimely exhibition of the in-and-out running of the three year olds. A well known trainer tells me, by the way, that he does not believe they are as bad as we think; but, for myself, I remain blind to their merits, with the exception, perhaps, of Light Brigade and Cantilever.

When these Notes appear the race for the Cesarewitch Stakes will be the sporting topic of the hour. What will the name of the winner be? Difficult enough to answer at any time—even when the runners are assembling at the post—the answer to the query is doubly so when, as now, there are still ten days to run before the decision of the race. Not a few shrewd people have already made up their minds in favour of Wagstaffe. But can Wagstaffe stay two miles and a quarter? For all that I know to the contrary he may be able to do so. Maher, who rode him when he gave Manilla 15lb. and a three lengths beating in the Durham Handicap—a mile and five furlongs—at Hurst Park, believes he can do so; but the last two furlongs of the Cesarewitch course take a lot of doing. Supposing, however, that Wagstaffe can stay, and taking a line through Manilla, we get it that Wagstaffe can give Charlton 23lb.—he has to give him 19lb., and therefore has 4lb. in hand of Mr. Heybourn's colt. This calculation is, however, based on the supposition that Wagstaffe is relatively as good at two miles and a quarter as he is at a mile and five furlongs, and may lead us astray, because, not only do we know that Charlton does stay, but that the further he goes the better he is. Dormant, for instance, beat him when he tried to give her 6lb. at two miles, but at two miles and a furlong he gave her 11lb. and ran her to a head. Turning again to the "book," we find that King Midas can give Bowman about 28lb. the same authority shows that Charlton is about 9lb. better than Bowman. This would put King Midas 21lb. in front of Charlton, to whom he has to give 22lb. Here there is a slight advantage in favour of Charlton; but, as I have already explained, Charlton is a determined "sticker"—that he has shown himself to be in public, and, therefore, cannot be ignored in dealing with such a race as the Cesarewitch. For the same reason Grave Greek presents himself as a likely candidate; he is, moreover, bred to win a Cesarewitch, for he is by Wargrave, winner of the race in 1904, out of Greek Girl, dam of Dibs, who all but won—he was only beaten by a head—in 1909. In the Northumberland Plate (two miles) Wilfrid (second in the race) beat Grave Greek (receiving 6lb.) by a head; the latter is now in receipt of 8lb., which should just enable him to take his revenge—a calculation, moreover, which suggests that Charlton should be able to beat Wilfrid. At Newmarket Augur is favourably spoken of—not, perhaps, without reason, for I myself have seen him going remarkably well at exercise, and think, moreover, that he has thickened and thriven on his work. Here again comes the question—can he stay? The "book" tells us little as to that, and all that I can contribute towards solving the problem is that last week I saw him pull up fresh and well at the end of a good strong mile-and-three-quarter gallop, and that his pedigree does suggest the possession of stamina. He is by Spearmint out of Auspicious, by Gallinule out of Astrology, by Hermit. Rivoli's running in the Newbury Cup said little in his favour; but he has, I hear, done well since then, and is expected to run better next week. As the winner of the race last year, and with an increase of weight amounting to little more than the weight-for-age difference between a three year old and a four year old at two miles and a quarter, Warlingham ought not to be overlooked. Night Hawk, a winner of the St. Leger, with 7st. 11lb., threatens danger "if" of anything like the average class of a St. Leger winner. That, however, is a matter of opinion, though this much is certain, that to win with that weight in the saddle he needs to be a pretty good three year old. There it is. At the time of writing I can only come back to my original proposition that, having given public proof of his ability to stay, Charlton, with 6st. 7lb. in the saddle, should at all events run into a place, if not quite good enough to win.

At Kempton Park on Friday The Tetrarch may continue his triumphant career in the Imperial Produce Plate, and on Saturday Cantilever or Oselle may win the Duke of York Stakes.

TRENTON.

## AGRICULTURAL NOTES.

### HOW TO OBTAIN A GOOD HERD AT LITTLE COST.

**A**T first sight it would seem ridiculous, in these days of enormous prices for pedigree cattle of select breeding or of sufficient personal merit to win prizes in the show-ring, to suggest the possibility of becoming the possessor of a really valuable herd without the command of very considerable capital; and so it would be if the aspirant for honours in the cattle-breeding world were in a hurry to jump at once into the front rank. These remarks, however, are not directed for the consideration of the capitalist at all, but are meant especially for young tenant farmers who are prepared to "labour and to wait." There are abundant signs that there is a great future in store for the high-class cattle-breeder in this country, and those who begin now and proceed with enterprise, patience and skill will, before many years are over, reap a rich reward. Many cogent reasons for this statement might be given, but in this place we shall have to be content with pointing the way for the attainment of the goal, the way which many years ago was trodden by the present writer and which still lies open. Let us suppose a case of a farmer sufficiently young to afford reasonable expectation of some years wherein to work and a farm stocked with ordinary cattle, which he would like to transform into a herd of pure-breds—it may be of shorthorns or of any other of our leading breeds. He needs not be scared by the absence of unemployed capital. He will risk nothing and will stand to win a great deal if his steps are guided by discretion. The first thing for him to do is to attend sales of pedigree stock, take careful notes, make enquiries, study the breeding of the animal and make up his mind to some definite line of action. He should decide, for instance, at the very start whether his object shall be the cultivation of beef or milk. Then, watching his opportunity, he will be sure to see an old cow or two of good blood and safe in calf going for only a pound or two more than the value of his own common market stock.

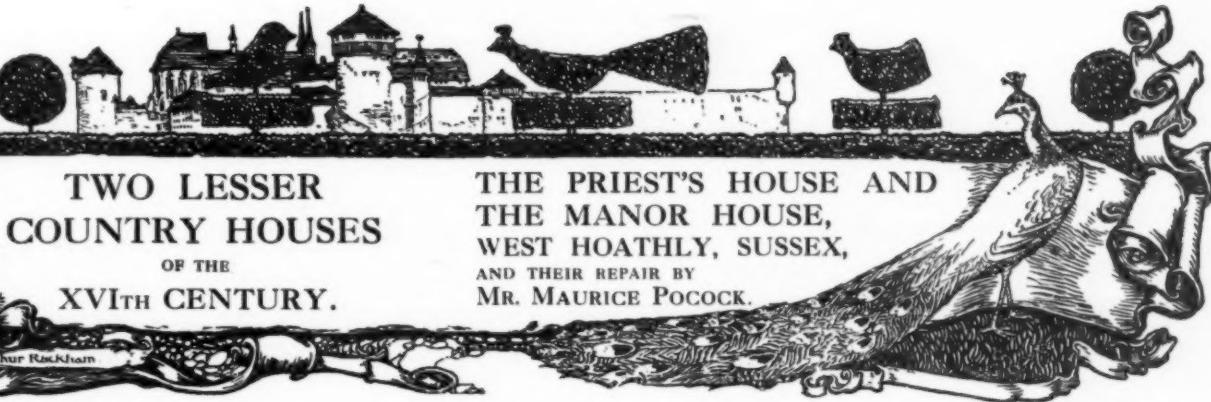
### THE NEXT STEP.

By securing two or three of these he will have laid his foundation, and should buy no more females. It will be all the better if his purchases are all of one tribe or family, or at least carrying the same style and character, as that will simplify the process of obtaining uniformity in the future herd. After calving, the cows should be sent for service to a bull that has proved himself a good sire, as that will be safer and more economical than purchasing a bull at such an early stage, for success depends on the choice of sires far more than anything else, and it must be remembered that the most costly sires sometimes produce disappointment in their stock. As time goes on, the young breeder may feel tempted to try his luck in the showyard, but in this respect he will do well to be cautious. Prizes are good advertisements, but they cost much money, and a failure to get respectably placed does more harm than good. If he shows at all, it should be a young bull or two, for it is a mistake for a beginner to spoil his best heifers for breeding purposes by over-feeding for show. In this way it will be seen that there need be very little extra expenditure in money, though considerable time must elapse before the common stock can be entirely replaced by pure-breds. Mistakes may be made and mishaps may occur, but patience will win, and in due time the total value of the farmer's herd may easily be trebled or quadrupled. It has been done before and can be done again by any practical and intelligent man with a fair share of the breeder's skill.

### AN ALTERNATIVE METHOD.

There is another and totally different way of building up a pedigree herd, without purchasing a single pedigree female. A herd of common dairy cows may be used as the foundation, and the use of a registered bull steadily followed. The bull calves would, of course, be steered as usual, but the heifers kept for breeding, the most careful records being kept. It will be absolutely necessary to see that each bull used is duly registered with a Herd Book number, and, this being done, five such crosses will, in the case of shorthorns, render the stock eligible for registration as pure-breds. Skilful breeding may thus produce an excellent herd of grazing or milking shorthorns, and the classes at the Royal or any other show will be open to them; but they will labour under the serious objection entertained by foreign buyers to "short" pedigrees, and the fine export demand existing for animals of old-established breeding will be largely lost. Still, it is a worthy and profitable undertaking and a useful alternative to the first-mentioned scheme. Indeed, it would be easy to point to many highly successful herds that were established in this way.

A. T. M.



**W**EST HOATHLY is fortunate in possessing two such typical houses as are now illustrated. The Priest's House is of timber, and belongs at latest to the beginning of the sixteenth century, and more probably to the fifteenth; and the stone built Manor House to the end of the sixteenth or early in the seventeenth century. Both were in a very dilapiditated condition when Mr. Maurice Pocock superintended their repair for Mr. Godwin King, but this was a positive advantage when balanced with the alternative of ignorant "restoration" in Victorian times. The estate on which both houses stand was the property of the Cluniac Monastery of Lewes. As its area was originally large, it is likely that the Priest's House was a cell of the monastery for the use of the monk who visited West Hoathly from time to time to collect rents and other dues. The Monks' Barn at Newport, Essex, which belonged to Westminster Abbey, is a parallel example. From observations made during the repairs it is clear that the middle part of the Priest's House was a two-storey hall, which ran up to an open timber roof. The joint evidence of burnt ashes found under the paved floor and of smoke-begrimed rafters prove that the hall when built had an open fire on the floor and no chimney. The smoke, or some of it, escaped by a hole in the roof, but no trace was

found of the louvres usual in larger halls. Shortly before the Dissolution of the Monasteries the property was leased for forty

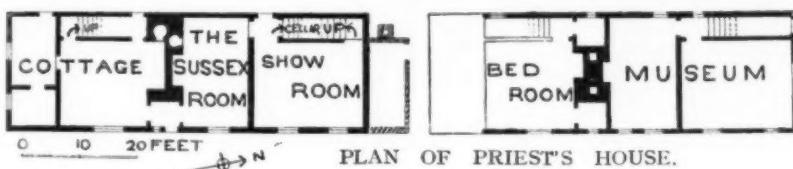


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THE PRIEST'S HOUSE BEFORE REPAIR.

C.L.

years from April 21st, 1524 (the original lease is preserved in the house to this day), to one Thomas Browne. The fee-simple was granted by Henry VIII. to Thomas Cromwell, assumed again by the King on Cromwell's attainder, and granted then for life to Anne of Cleves as part of her dowry. On Anne's death it reverted to

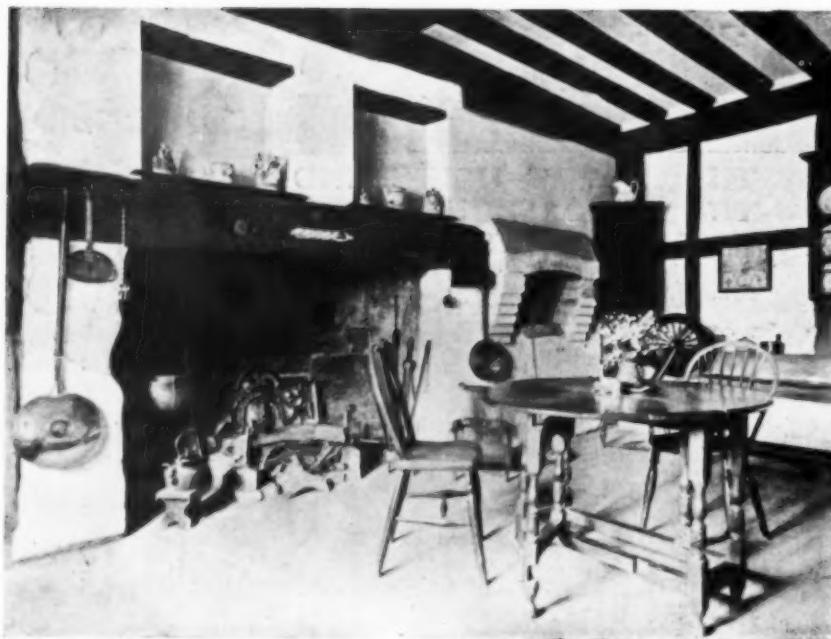


THE PRIEST'S HOUSE AS REPAIRED—



—AND MUSEUM ON UPPER FLOOR.

[Oct. 11th, 1913.]



Copyright. PRIEST'S HOUSE: FIREPLACE IN "SUSSEX ROOM." "C.L."



Copyright. SUSSEX FURNITURE IN PRIEST'S HOUSE. "C.L."



Copyright. MANOR HOUSE AND CHURCH, WEST HOATHLY. "C.L."

Queen Elizabeth, who is said (but it may be a fable) to have sold it to pay dressmakers' bills, to two London land speculators, Nicholas Pynde and Thomas Reeve. They made haste to sell almost the whole of the estate to Browne, who was already its tenant. During his ownership, or soon after, a floor was inserted and the great fireplace was built. In this the house followed the almost invariable example of Sussex hall houses at the end of the sixteenth century. The remaining history of the manor is simple. Browne's descendants held it until 1731, when it was bought by the Bostocks, who also kept it for about a hundred and fifty years. After a short ownership by Mr. Powell, it was acquired by Mr. Godwin King in 1908. He set about its repair in a reverent spirit. Mr. Pocock's son, Mr. J. Carlyle Pocock, acted as clerk of works, and secured a local craftsman who had not lost the tradition of wattle and daub. Some of the panels of this work remained others had perished beyond repair and were renewed. The oak framing had fallen out of shape.



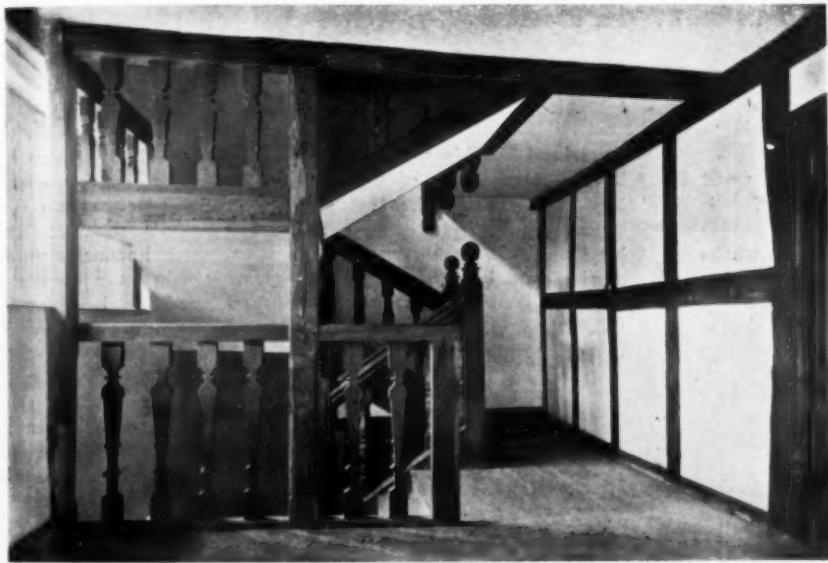
MANOR HOUSE: EAST SIDE.

but was pulled approximately into its original position by chains. Decayed wood was cut out and replaced by English oak, and the old parts strengthened by metal ties. The roof was carefully repaired and the Horsham stone slabs refixed. Any new carving needed was done by Mr. J. C. Pocock himself. As it stands to-day, the Priest's House bids fair to weather another five centuries as a fine example of Sussex building. Gratitude is due to Mr. Godwin King for the admirable use to which it has been put. It is now a local museum, and one of the ground-floor rooms in particular is devoted to examples of Sussex domestic handicrafts. Some of the exhibits upstairs are of wider provenance, but in the main the interest is local, which is as it should be. Valuable as such things as local furniture are, they give an added pleasure when seen in such an appropriate setting.

The Manor House was in evil case when Mr. Pocock took it in hand. The roof was so rotten that it is odd it had not collapsed. All renewals were done with great care, and the only addition was a new kitchen wing on the west side, which freed the old kitchen for



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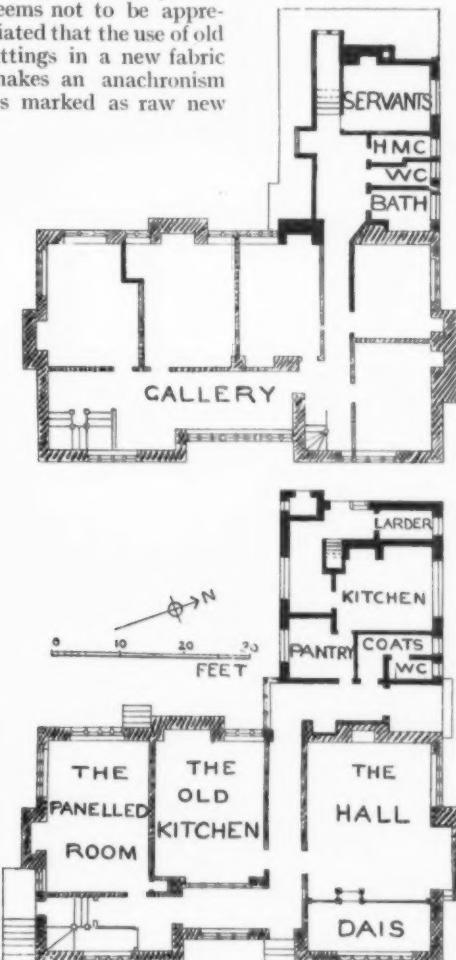


Copyright. ON THE FIRST FLOOR LANDING. "C.L."



Copyright. A STAIRCASE OF ABOUT 1650. "C.L."

use as a living room. The fine newel staircase is of particular interest because not only is it about fifty years later than the house, but it has clearly been brought from another building. The house shows definite evidence of having been altered to receive it. The same is certainly true of the charming doorway in the front wall. It is to be hoped that this example will not be held to justify the butchering of old buildings in order that their staircases and doorways may make an antiquary's holiday in a new fabric. Precedents may, of course, be found in the Middle Ages for every sort of iniquity in the treatment of historic buildings, but they should not be regarded as sound guides for the present day. It seems not to be appreciated that the use of old fittings in a new fabric makes an anachronism as marked as raw new

PLANS OF MANOR HOUSE.  
(Old walls hatched, addition solid black.)

work in an old building. It is not so disagreeable to the eye, but it is just as much an affront to the historical sense. Works of repair are demanded in the interests of archaeology no less than of safety and comfort, but many modern restorations of old fabrics with old fittings wrenched from elsewhere will do no more than confuse artistic history for future generations. L. W.

### THE BUCKINGHAMSHIRE INVENTORY.

An Inventory of the Historical Monuments in Buckinghamshire. Vol. II. Northern Half of County. Royal Commission on Historical Monuments. (Wyman.)

THIS volume completes the Commissioners' labours as far as Bucks is concerned. Its matter and form are beyond criticism, and we have only to be grateful that such important work is so admirably done. As Mr. William Page points out in the historical summary which he contributes, the county provides few local types of church building. Its ecclesiastical structures do not, as a whole,

reach a high level when compared, for example, with Northants or Norfolk. Great houses are also few and their building traditions not clearly marked. There is some masonry, much timber-work, and the plastering is plain; brick is scarce save in chimneys. Wichert, a form of cob or *pisé* made of white earth and chopped straw, is the only purely local material. Bucks boasts no Roman structure save a pavement at Stowe, and no fourteenth century bridge except at Thornborough. Among notable monuments now made public for the first time is the fine staircase at the Hall Farm, Beachampton, which the Commission puts in its list of monuments as especially worthy of preservation. This staircase was lately illustrated in *COUNTRY LIFE*, but the name of the farm was withheld, lest the people whose business it is to buy and drag from their right setting stairs, panelling, fireplaces and the like might pursue so splendid a thing. This consideration brings us to the relation between the activities of the Commission and the powers of H.M. Office of Works under the new Monuments Act, of which a *précis* was given in *COUNTRY LIFE* of September 27th. The Act provides that the Office of Works, guided by its new Advisory Board, shall promulgate a list of monuments the preservation of which is of national importance. The inclusion in that list of any monument is a warning to its owner not to touch it. It seems reasonable to assume that the list of "Monuments specially worthy of preservation" compiled by the Monuments Commission will be the basis of the list to be prepared by the Office of Works. Assuming that is so, how will it work out for North Bucks? The Commission's special list comprises fifty-nine monuments—thirty-nine ecclesiastical, nineteen secular and one unclassified. For the purposes of the Act, the word "monument" does not include any ecclesiastical structure in use as such, so we are left to consider the nineteen secular things. They include Gayhurst House, manor houses at Creslow, Marsh Gibbon, Chelmscott and Swanbourne; Liscombe House, Soubury; The Priory, Whitchurch; Winslow Hall; Doddershall House and The Rectory, Quainton; farmhouses at Beachampton and North Crawley. Thus, twelve of the secular monuments are inhabited houses, which under the Act may not be protected by a Preservation Order. That leaves seven monuments, viz., the Stowe pavement; three castles (mount and bailey) at Lavendon, Thorpe and Bolebec; Thornborough Bridge; a barn at Bletchley with seventeenth century roof; and parts of Bradwell

Abbey, now used as fowl-house, etc. Of these the last two, being now used in connection with a dwelling-house, may be immune from a Preservation Order. If so, we are left with one pavement, three castle mounds and one bridge, which might be spared from vandalism by official action. It is a rather instructive analysis. Good as the Act is, it wants amending in the direction of greater stringency. What seems wanted is a forward policy and machinery to work it. Immunity from the Act should not be enjoyed by ecclesiastical or domestic buildings if they or parts of them are vitally important to the history of archaeology. We must admit that churches and houses are for the use of living people, who must not be hindered unduly in their avocations by the dead hand: but surely the power has not gone out of compromise? If the spiritual needs of a congregation demand such alteration of a church as shall imperil its ancient character, any new works should be delayed by a Provisional Protection Order until the need for them, or their precise scope, is referred to a semi-judicial body representative both of the clergy and of lay archaeological opinion. Such a body would hear those who demanded the alterations, and could be relied upon to adjust the claims of present convenience and of antiquity. In this connection note must be taken of the committee appointed by the Archbishops of Canterbury and York to enquire what steps are taken to secure protection to Church fabrics which have to undergo repair or alteration. The committee, consisting as it does of three eminent ecclesiastical lawyers, does not insure the confidence which would follow the inclusion of one or two antiquaries. However, it is a sign that the Archbishops feel that the present state of things needs enquiry and amendment. As far as houses are concerned, the Englishman's jealousy of the "castle" idea makes it improbable that he would consent to anyone preventing the destruction of an ancient, it might be an unique, roof or fireplace if he were so minded. Nevertheless, educated opinion begins to accept the idea that all relics of antiquity are in some sort national as well as personal possessions, and the possibility of checking the vandal in his own home need not be relegated to a quite indefinite future. Meanwhile, we wish greater speed to the fine work of the Commissioners whose survey we have considered, for they are doing much to form a sound archaeological taste in the public mind.

## O'ER FIELD AND FURROW.

### THE SEASON'S PROSPECTS AND CHANGES.

**T**HREE may be some changes in the names of Hunts and in the arrangement of the season, but the main fact is that every inch of country that was hunted last season will be covered by foxhounds this year. On the whole, there will probably be rather more fox-hunting this season than last. If we look back a few years we shall notice how many countries have quietly added a day to their week's hunting. Those that hunted three days hunt four; those that hunted two now go out thrice in the week. The fact is that the better a country is hunted, the more carefully foxes are preserved for the hunt. I can recollect when the Cattistock was a two-day-a-week country, now hounds are often out six mornings in the week, and this is the case more or less with many other countries. The real test of the popularity of foxhunting is the preservation of foxes. It is easy to make away with them; it is simple not to preserve them. Any intelligent man with a knowledge of woodcraft can kill a fox if only because, as has been written elsewhere, the fox follows certain regular tracks when looking for food at night, or if killing be too strong a measure foxes can easily be made to leave a covert. But as a matter of fact, we find more foxes than ever before. Blank days are the exception. Anyone who has studied the records of the past must have noted how comparatively frequent these were. Last season I was hunting in a well known country. The Master told me, "We do not expect to find more than two foxes a day." Yet that hardly makes up a day's sport according to modern ideas. Two foxes a day means long draws; yet our ancestors were more than satisfied with one fox, as we shall see if we

read Lord March's story of the Old Charlton Hunt. There is, however, one pack of foxhounds—The Four Burrow—less. Mr. Aubrey Wallis has brought his black and tans into the Woodland Pytchley country and Mr. Stanley's pack of foxhounds has dispersed. The Eastbourne hounds reappear in the lists, but that is no real change; they are the same hounds, kennels and country formerly hunted by the Duke of Devonshire. The Atherstone and the Badsworth and the Meynell Hunts cease to employ a professional huntsman, Mr. Loder,

Mr. Foster and Mr. Milbank are still hunting their own hounds. We have lost two first-rate gentlemen huntsmen, Lord Huntingdon and Mr. McNeill, the last-named being the only gentleman huntsman who could show sport and kill foxes in the Grafton country. His successor, Mr. Hawkins, employs a professional, W. Farmer, but I understand that the Master hunts a private pack, with which he killed a leash of cubs at Cowsteal Hall. It is a most fortunate circumstance that the Barton have found a partner for Sir Montague Cholmeley, and that he will be able, with his huntsman, Backhouse, to continue to show sport in the famous old Lincolnshire country. William Back, the huntsman of the Tetcott, has gone to East Cornwall, and Mr. Lloyd, the joint-Master, will for the future hunt the Tetcott pack. Mr. Bouth takes Captain Elwes' place as Master of the Cotswold subsidiary pack. Lady Portal, the new Master of the Vine, has appointed E. Jones from the South Berks to hunt the hounds in the place of T. Attrill. Mr. Jaffe takes the Newmarket and Thurlow. These are the most noteworthy changes. There is a tendency to joint-masterships partly on account of increasing expenses and partly because it is



P. H. Adams.

AT THE GATE.

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necessary in the interests of the farmers to have a Master in charge of the field. As to wire, there will always be wire-fencing, but the evil, as far as hunting is concerned, is considerably lessened by wire funds, established in order to take down the wire in the autumn and restore it in the spring by supplying timber for rails instead of wire, and in some countries, notably the Pytchley, by encouraging hedge-cutting competitions.

For the time being mange is less widespread than it was, and this is partly the result of the better preservation of wild foxes, since the disease takes its origin, in a large number of cases, among turned-down foxes or in the enclosures in which in some countries foxes are kept penned. The trapping of rabbits by contract is the cause of a shortage of foxes in several countries in the West and in South Wales, and is believed to be the reason why the Four Burrow have a difficulty in finding a Master. The country is, in itself, in every way an excellent one. This is a very difficult question, because if farmers prefer rabbit-trapping to hunting there is nothing to be done. In many cases, however, it is possible that they have not yet recognised the incompatibility of the two things. With regard to the increase of the expenditure of people who hunt, there is some exaggeration so far as the subscriptions to hunts is concerned. The Quorn, the Meynell, the Pytchley and some other hunts, such as the Bicester and the Whaddon Chase, which are accessible from London, have high minimum subscriptions to meet increased expenses, but the rates of subscriptions demanded are still in most cases quite moderate. There are people who have never subscribed or who have given very small sums, who are being made to subscribe or pay more, but hunting is still one of the least expensive of sports. Probably a man who hunts regularly in a good provincial country disburses far less than a shooting-man expends on cartridges and tips. The really serious matter to most of us is the scarcity and increased price of hunters and the growing cost of forage. But, at all events, we have the satisfaction of knowing that we are really encouraging the breeding of and strengthening the market for horses, and that the price of forage does ultimately go to our friends the farmers; for English hay, oats and straw there is really, as all horse-masters know, no satisfactory substitute. It is still possible for a man who lives in the country to see much sport at a very reasonable rate, and, after all, in no way do we get so much for our money.

#### THE MIND OF THE FOX.

The fox has always been the most diligent and resourceful of hunters. He has also always been the object of the chase. Hunting is his life, being hunted a not infrequent episode. Thus, the fox is one of the most skilful of animals in the invention of stratagems to obtain prey, one of the most subtle in evading capture. To the training in these matters for ages the fox owes its extra-

dinary popularity as a popular hero in the literatures of the world. In whatever country there are foxes there are fables of which he is the hero. Like man himself, the fox is dependent for his success in life upon his mind. He is not a very strong animal; a fox terrier of his own weight can kill him in fair fight. He is not so swift as the hare or even as the rabbit, for a short distance; a bunny, with his head towards, home, is one of the fastest animals for a short distance. But the fox is intelligent and cunning, and in fable shares with the Devil the credit of occasionally over-reaching himself. The fox has keen senses, and his sense of hearing and smell are very efficient; but it is the sound behind him which makes the fox so successful in the battle of life. Look at the picture: The fox is himself here the hunter, every sense alert and the whole body tense with the working of his mind and will. Anyone who has ever seen a fox in the midst of a pack of hounds, surrounded and apparently in a hopeless position, yet by sheer resourcefulness and quickness escaping after all, must have recognised the extraordinary rapidity with which his mind works. "Nimrod" notices it: "The find! to see him jump up in view, and break that view in the second field by his speed and cunning." What a wonderful thing, too, is a fox's knowledge of country, considering the conditions of his life. A pigeon can view miles of country and discern landmarks. A man on horseback or even on foot can see a long way; but a fox, going within a few inches of the ground, must store his mind with an infinite number of small details. A fox knows not so much the country as innumerable tracks about a country, and if by chance, even in his home district, we drive him away from these, he is lost, and dodges and twists ("What a ringing brute!" we say, quite unjustly) until he hits on one of the accustomed trails of his nightly excursions and makes a point for some familiar refuge.

#### CUB-HUNTING UP TO DATE.

We have got fairly into the swing of hunting, and with October the season of sport in the open begins. The York and Ainsty were disappointed at not finding cubs at Brafferton Springs in their Northern woodland country. But probably, as the other woodlands in the North of the country are hunted, this historic wood will be, as in the past, a certain find. At Stubb Wood, on the Bramham Moor borders, hounds found not only plenty of cubs, but had a first-rate morning's work routing all the cubs out of the covert. The pack then settled down to one and had a really good hunt. Lumpstone and his hounds held well to the line of their hunted cub, and fairly worked up to him, and killed at last. They finished the morning with a bright scurry after a fox that jumped up in a turnip-field. On the York side of the country Colton held a number of well grown cubs. This is a great fox year in the North of England, and cubs have not often been so forward in



P. J. Adams.

HUNTER AND HUNTED.

Copyright.

previous years at this time. Moreover, there was a great scent, and when hounds were stopped they had done much useful work. Compstone has up to date killed twenty brace of foxes, showing that the York and Ainsty prospects in that respect are very satisfactory. The V.W.H. (Cricklade) have had a most enjoyable cub-hunting season. Mr. Fuller holds up neither foxes nor hounds, believing that a cub hunted to death in the open is worth two mobbed in cover. There seems every prospect that the season will be at least as good as the last, and that is saying a good deal. The Duke of Beaufort's Hounds had drawn a cover blank when they heard that a brace of foxes which ought to have been in the covert were among a flock of sheep. Waters went there and found them. This is not the first time I have heard of foxes taking shelter among sheep. I remember a few years ago passing a folded flock on my way to a certain covert. Passing the time of day with the shepherd, he said, "Wait a minute, sir, and you'll see something." Then as the first cheer from the huntsman reached my ears, I saw a fox come out of the covert, trot up to the sheep and lie down quietly among them; neither the sheep nor the dog took any notice. "They know him quite well; he often does that when hounds are about." This fox gave us a great gallop, and beat us after all in the dusk of

a November evening. Captain Standish, now in his thirteenth season with the Hambledon, has found a good show of cubs in his country. The Hambledon is one of the two Hunts (the other is the Fitzwilliam, Wentworth) which has a lady secretary.

#### THE DEVON AND SOMERSET.

Weather seems to make no difference to the scent. On two consecutive days conditions were as different as possible. The first was a pleasant, cool, damp day, the other hot and close. Yet on both days hounds ran hard, never left their deer and killed before two o'clock. Most of us have recollections of long unprofitable mornings spent in the Yarnor Plantations. But this year, in July, Mr. Greig worked them well, and rattled their coverts, which the deer are so reluctant to leave. The effect of this has been short tufting. The stag of the day went away at once over Mill Hill and ran a wide, circular course. Up to the Warren the field held their own, fast though the pace had been and rough as some of the ground was. But when hounds turned short only a few (about twenty) were favoured by the turn. The stag ran well, though hard pressed by hounds, until the top of Hawkcombe was reached. Hounds were very close to him here, and drove him hard all down the Combe and to the sea at Porloch, where he was taken. X.

## NOTES FROM THE ZOOLOGICAL GARDENS

**S**EVERAL specimens of the degus octodon (*Octodon degus*) are now to be seen at the Gardens, where they are at present housed in the Insect House. Although these rodents are said to be very plentiful in their native countries of Chili and Peru, yet it is very many years since they were represented at the Zoo.



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A NEW ARRIVAL, DEGUS OCTODON.

will measure about eight inches in length, irrespective of the tail, which adds another four inches to the total. The fur is of extreme softness, and the tail almost entirely devoid of hairs, with the exception of the extremity, which is adorned with a tuft of fringed hairs. In a wild state, octodons are found chiefly among bushes and hedges, but in the neighbourhood of towns they frequently take up their residence in gardens, where they do considerable damage by excavating burrows and by taking toll of the plants and bark of the trees. During the autumn months they gather together a considerable store of food for winter use, but owing to the mild climate of their habitat do not undergo a period of hibernation.

The registrar of births at the Zoological Gardens should be very satisfied with the state of his records, for during the last few months quite a lot of creatures have been born at the Gardens, among which are a ring-tailed lemur and a kiang. The former animal is one of the best known of its kind, owing to the distinctive black and white colouring of its fur, more especially that of the tail, which is boldly ringed, it invariably proves an attractive member of the menagerie. Furthermore, they are of a gentle and sociable

disposition, which enables a number of them to be shown in one cage with advantage. All the lemurs are natives of Madagascar, and are frequently known as Madagascar cats. They have bred in the Gardens in previous years, and on one occasion I can recall a case of twins arriving. The mother and her baby,

which are to be seen in the lemur cages on the north bank, are sure to prove a great attraction, for the manner in which the parent carries her offspring about on her back, while the baby clings tightly on to her fur, is most engaging to watch.

Another welcome addition is the young kiang or Tibetan wild ass. These asses are remarkable for their speed and sureness of foot, and have the reputation for being one of

the most inquisitive of animals, for if they are unable to make out the nature of any strange object they will approach closely to satisfy their curiosity. In this respect they are not blessed by sportsmen, for the most carefully planned and executed approach to his quarry is not infrequently upset by the proverbial cussedness of the ass, who stalks up to see what is the matter, and by his alert and suspicious manner soon succeeds in frightening other game away.



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THE RING-TAILED LEMUR AND ITS BABY.



W. S. Berridge KIANG WITH A FOAL BORN IN THE ZOO.

Copyright



## FOXHOUNDS FOR INDIA.

No matter what part of the world it may be, wherever a number of exiled Englishmen foregather we may be sure that as far as is feasible the sports and games of the Old Country will be introduced. In India the jackal serves as a useful substitute for the fox, and quite a number of packs of foxhounds are to be found in various parts of the vast Continent, some of which are hunted by the sport-loving native Princes, who have acquired British tastes in this respect. As the working life of a hound is brief in that climate, constant demands are being made upon our resources. To my knowledge, at the end of September a couple of packs left these shores, one for Bombay, the other to fill the kennels of the Maharajah Sindhia of Gwalior, for whom thirty couples of remarkably good hounds have been selected. They are a very sorry lot.

Fortunately, draft hounds may be picked up for what seem at first sight absurdly small figures, until we remember that Masters cannot make money out of their puppy-walkers. I saw one dog hound who would have been quite an asset in the hands of some of the professionals who take a mixed team of dogs to compete in the variety classes at shows all over the country. In my opinion he would have been good enough to win in nine cases out of ten. But however goodly to look upon, he had a fault in covert which made it necessary for him to go. In considering the cheapness of a pack on this side, however, one must not overlook the fact that freightage, kennels on board ship, feeding and insurance, which should always include the amount paid for transit, cost about as much as, or rather more than, the hounds themselves. Altogether, this amounts to a very substantial sum. This reminds me of an amusing incident that occurred during the past summer. Some South African farmers, whose flocks were ravaged by jackals, imported three couples of hounds for the purpose of destroying the brutes, and I hear that they are acquitted themselves most satisfactorily. Some will say this is not sport, but the farmer who is losing his sheep does not appreciate fine distinctions, and he is out for slaughter, just as the man is who kills Highland foxes in the cairns. But this is getting away from my story. The hounds were so chosen that they could be bred from without much danger of too close consanguinity, and the ultra-straight-fronted sort were avoided as not being deemed so suitable for work on the rough veldt. For the sake of economy they were consigned by a slow ship. The purchaser met them at the station, and, much to his delight, before he reached home one of the bitches had presented him with a fine litter, so that he started with a small pack straight away. Had this incident occurred on board, I believe it would have cost him

at the rate of a guinea a puppy, so he was well served by the fickle jade. The success of these hounds is likely to lead to further importations.

## CHAMPION MARY OF BURGUNDY.

Mrs. W. A. Stevens' Champion Mary of Burgundy is well worthy of a place in any representative portrait gallery of bloodhounds. At Cruft's Show of this year she secured her thirteenth challenge certificate, and it is rarely that she has suffered defeat. Having only just reached her sixth year, there is time before her to do more winning still. Bred by Dr. Semmence out of that fine old bitch, Champion Mirables Mischief, she had for sire the late Champion Chatley Beaufort. After being in the possession of Mrs. Stevens for some time, she passed into the kennels of Rear-Admiral Bayly, and she is now back again with her former mistress. Mary has a beautiful head, brimming over with the desirable character, and her picture shows her heavy bone and well sprung ribs. She is the sort one likes to see.

## DISTEMPER AMONG HOUNDS.

The article by "X." in last week's COUNTRY LIFE on the ravages of distemper is sufficiently alarming to make Masters put on their thinking caps, if they have not done so already. The suggestions made by your able correspondent, whose identity is by no means an unknown quantity, are distinctly useful. At one time I used to attribute the excessive mortality of bloodhounds from this cause to inbreeding, until I found that my Bassets, far more inbred than any of the black and tan hounds I had,

possessed greater resisting powers, and, considering these things, I was placed in a quandary. Furthermore, I discovered as time went on that certain strains, although as closely inbred as others, had better recuperative powers. This was particularly noticeable in one line, several members of which never had the disease, although exposed to contagion on more than one occasion. I take it that the weakening effects of consanguinity depend very much upon the health of the related individuals from which we breed. Should there be any constitutional weakness, the inevitable result of inbreeding is to fix and accentuate it.

It may be presumptuous of me to offer suggestions to gentlemen who probably know much more about the business than I do, but, taking a line from a number of kennels that I have visited personally, I am disposed to say that the accommodation for dealing with sick hounds is frequently altogether inadequate. In the first place, unless the weather happens to be very dry and warm, it is essential that the patients should have a hospital that can be heated artificially. Dr. Blaxall in his report to the Masters of Foxhounds Association in 1901 was of opinion that a great number of hounds which die after distemper succumb to pneumonia.



CHAMPION MARY OF BURGUNDY.

## OLD SPANISH MASTERS.

MANY biting epigrams have been directed against the climate of Madrid. "It does not blow out candle, but it kills a man," say the Madrileños. However, this extraordinary combination of hot sun and cold wind has one merit. It is admirable for the preservation of pictures. In the Prado, one of the most astonishing museums in Europe, although the Titians have been touched by later hands, there has been little tampering with the native art. In these long galleries we can study the masterpieces of Velazquez, Murillo, Ribera and El Greco in perfect condition, and practically as they left the artists' easels. Unfortunately, the Prado is the only place where we can see them in such superb excellence. Spanish art cannot be adequately judged or appreciated outside Spain.

The private and public collections of England and the Continent are rich in examples from the Peninsula. The Berlin Gallery has many, the Louvre boasts magnificent treasures. Almost every little provincial museum in France contains at least one Spanish canvas. The Spanish Room in our own National Gallery is small but good—if we want to realise how good we must visit the Exhibition of Spanish Old Masters opened last week at the Grafton Galleries. This collection has been brought together by a distinguished committee, which desires to add to the funds of the National Gallery and the Sociedad de Amigos del Arte Español. From its labours can be drawn a very obvious moral. Unless Spanish picture-owners are prepared to lend more freely for exhibition in foreign countries, it is not wise to devote large galleries exclusively to the mixed work of the past. With the exception of Velazquez and Murillo, whose masterpieces are in the Prado, and of El Greco, who can only be seen to advantage in Madrid and Toledo, the fine things of Spain are still in private hands. In the present exhibition, out of one hundred and ninety-three canvases only ten appear to have come from Madrid; another ten have been lent by Dr. Carvallo of Paris; perhaps a third series of ten are recent importations. Of the remainder a few are those well known classics brought to England during the early nineteenth century. Their generous owners are ever ready to lend them. Year by year they have appeared at the Guildhall, the New Gallery, the Royal Academy, and even in Grafton Street itself. But most of the pictures now upon the walls of Grafton Street are of inferior quality, with, in some cases, grotesque attributions, and in no way can they be called adequately representative of the great schools of the Peninsula. If the committee and their advisors had selected a third of the works and cast aside everything of poor artistic merit, the whole exhibition would have gained. Some of these old masters are bad old masters, not, in fact, old masters at all, but deceased journeymen of Sharp-eyed connoisseurs are continually discovering new examples of Rembrandt and Velazquez. But, curiously enough, while many of the Rembrandts can be easily admitted as from the atelier of the master, the attributions to Velazquez are generally questionable. Within the last three or four years two Rembrandt portraits of the highest importance passed before the undiscerning crowd in Messrs. Christie's rooms, and are now both, I believe, in Berlin. At Grafton Street there are two Velazquez "discoveries" as well as a crop of attributions to the master. The "Dying Gladiator" comes from Sweden, and is more probably South Italian than Spanish. Mr. Spielmann's "Angels appearing to the Shepherds," an extremely interesting *trouville*, presents several problems which cannot be so easily solved. Velazquez was an artist of slow evolution, not given to experiment, and, although the canvas has been allotted to a transitional period when his art was developing from its first period into the second, the "Angels appearing to the Shepherds" does not fit into the sequence of Velazquez's dated pictures. Mr. Spielmann suggests 1622, Sir Walter Armstrong goes as late as 1633. "Los Borrachos" was painted in 1629, the "Forge of Vulcan" in 1630, and the "Angel and the Shepherds" bears few outward signs of the same hand. The influence of Ribera is so strong that the work might as well be ascribed to Lo Spagnoletto as to Velazquez.



A YOUNG CAVALIER: BY FRAY JUAN RIZI (1595—1675).

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Del Mazo, a clever artist who married Velazquez's daughter, and became chief assistant in the master's studio, is represented by "A Portrait of a Corregidor," now for the first time attributed to his brush. The chief object of Juan del Mazo's existence was to provide material for the critical forays of Señor de Beruete, who, from time to time, ascribes our most cherished Velazquez treasures to his pupil; for instance, the "Adrian Pulido Pareja" at Trafalgar Square, the "Philip IV." at Dulwich and the "Balthasar Carlos" in the Prado. Can the author of Sir Frederick Cook's "Corregidor" be the painter of "Pulido Pareja," and is there any good reason to deprive Velazquez of the glory of having portrayed the admiral? "The Corregidor" does not help us to any definite conclusion, and its own attribution is doubtful. Del Mazo is altogether a most perplexing character. Palomino describes him as the most skilled copyist of his time, particularly after Tintoretto, Veronese and Titian. Such an eclectic genius could probably imitate any technical manner that came to his hand. Murillo is well represented. It is good to see again his magnificent portrait from the collection of Earl Spencer, and the "Santiago Madonna," lent by Lady Wantage. But Murillo's place in art has already been determined. He was a matter-of-fact craftsman of genius who has lost his novelty in a slightly *blasé* and not very pious world. His sentimental mysticism is hardly to the taste of a non-Catholic community. Coello was a careful portrait painter, who shows to advantage on these walls, but in Spain he has to make way for Pantoja. There is a portrait of Philip II. by Pantoja de la Cruz in the library of the Escorial, which sums up the whole history of that age. In the mournful palace on the slopes of a wind-swept hill the atmosphere of to-day is that of yesterday, of three centuries ago. Nothing has changed. The swallows rise and dive under the windows and around the gilded pinnacles of the towers and cupolas with the same mournful cries Philip himself listened to. In the long, gloomy gallery are the books Philip read, the pictures he gazed upon, the maps he dreamed over. Only the dreams have vanished. Amid such surroundings Pantoja appears a greater portrait painter than he actually is. In Grafton Street we realise that he was stiffly conscientious. But then, Pantoja painted for solemn patrons and grey palaces, not for Londoners and modern art galleries.

Yet two Spanish masters, El Greco and Goya, most inadequately represented here (though that is not the fault of the organisers), are intensely modern in spirit. El Greco died early in the seventeenth century, and the fascination of this strange Greek soul must appear incomprehensible to those art-lovers who have not been able to walk through the streets of his own city of Toledo. Now that the Marqués de Vega Inclan has preserved El Greco's house in the old artist left it, and the adjacent Museo del Greco has made such a healthy beginning, Toledo has one more attraction to offer to the artistic pilgrim. El Greco's technique is restless and disturbing, and the secret of his power cannot be fathomed by anything we have to show in England. With a limited palette he produced strange harmonies—almost dissonances. His painting may be compared to the modern school of French music. Much of it we hate, but every now and then a moment of haunting beauty is revealed. El Greco's strength is in his unceasing search for life and movement.

Francisco Goya had the same love of actuality, and is practically out of place in the present exhibition. He is certainly not an Old Master, strictly speaking, and he can hardly be called modern. He is a grandfather—the grandfather of the art of to-day.

As a whole, however, the art of Spain is an art of gloom. Zurbarán's monks, Ribera's martyrs, the painful allegories of Leal Valdes, are inspired by the one theme—renunciation. El Greco's writhing saints are mostly self-tortured ascetics. The doctrine of renunciation does not appeal to the generation of to-day, and the casual visitor to the Grafton Gallery is likely to find this collection of solemn masterpieces distinctly depressing. Perhaps the age of the three Philips in Old Castile was depressing. Who knows? Who—in the twentieth century—cares?

HUGH STOKES.

## HARDY FLOWERS OF THE LANGPORT VALE.

**P**ERENNIAL LARKSPURS.—No garden of to-day can be considered complete without the presence of delphiniums, or perennial larkspurs. We have come to look upon these tall and stately flowers as a necessity in any well ordered garden, and the reason is not far to seek, for delphiniums provide just those clear shades of blue that are so much admired among garden flowers. On a bright summer's day one turns with relief from the glare of brilliant colours to the lovely soft shades of blue that are to be found in delphiniums. Blue is most restful to the eye, and a border, an avenue, or even a garden of blue flowers will give greater pleasure to the owner than that of any other colour. It is the clear blue of the forget-me-not, cornflower, bird's-eye veronica or gentian that make these wild flowers of our isles such warm favourites. But of tall blue flowers for garden effect the delphinium has no rival, although mention should be made of anchusa Dropmore variety, an admirable blue border plant that comes into flower before the delphiniums. It is within the last two decades that the perennial larkspurs have leapt into popularity, and this is mainly due to the efforts of Messrs. Kelway and Son, Langport, Somerset, who, by their skill in hybridisation and selection, have given us the many beautiful forms we have to-day. So closely is the name of Kelway associated with the modern delphinium that it seems almost impossible to speak of one without the other. Delphiniums may be grown successfully in almost any position, and planting is best done either in October, or else left over until February, March or April. The best soil is a rich loam, and poor soils should be liberally dressed with half-decayed stable manure. Deep digging, or, better still, trenching, is very important, and the manure should be well incorporated with the soil. The plants should be placed from two and a-half feet to four feet apart, depending upon the vigour of the variety. So far as varieties go, readers should turn to Kelway's Manual, the most dependable of all horticultural works, in which will be found some helpful advice on the planting and arrangement of borders. Borders, or even avenues, of delphiniums are becoming more and more

popular. The Royal Horticultural Society has set a fine example at Wisley in recently laying out a permanent border about two hundred yards long, comprising delphiniums and Michaelmas daisies, and the effect in shades of blue lengthened over a long period fully justifies the experiment. It is surprising to observe the long succession of bloom that may be obtained from delphiniums by cutting down the spikes as soon as they are over. In the mild



A STUDY IN SHADES OF BLUE.

autumn of this year delphinium blooms are fairly plentiful even in October.

**Paeonies and Pyrethrums.**—All kinds of hardy flowers find a congenial home in the Langport nurseries. There are, however, certain flowers of unusual beauty, such as paeonies, pyrethrums, gladioli and gaillardias for which the Langport Nurseries are famed throughout the world. The paeony has been improved almost beyond recognition. Not only are there double and single varieties in a wide range of exquisite art shades of colour, but there are also those of semi-double form, in which the outer, or guard, petals differ in form and colour to the rosette of petals within. With most garden flowers an improvement in colour and form is often accompanied by the loss of the precious gift of fragrance. This is not so with the paeony, but rather the reverse, for many of the new varieties possess a degree of fragrance quite unknown in the old paeony of cottage gardens. So sweetly scented are the newer paeonies that they are said to be second only to the rose in fragrance. The pyrethrum, too, has been vastly improved. Their colour range is almost unlimited, and when massed in groups with other border flowers they enhance the charm of the flowers with which they are associated. The deep crimson shades are perhaps most in favour, while both single and double varieties may be relied upon to produce a wealth of flower over a long season provided that the old heads of flowers are cut down as soon as they are past their best.

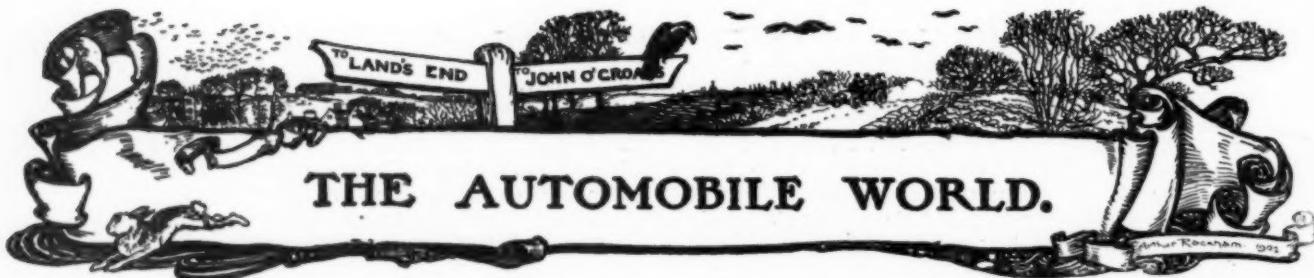
**Gladioli and Gaillardias.**—Since the introduction of Gladiolus primulinus with spikes of soft yellow flowers, many new hybrids have been secured, and these, although less robust than many existing varieties, have a great future before them by virtue of their pleasing colours. The truly magnificent displays of gladioli shown by Messrs. Kelway in various shows throughout the country have made a great impression on the minds of all who have seen them, and each succeeding year brings a finer and more varied selection than the last. Then there are the Kelway gaillardias, in warm shades of orange, yellow and crimson, bearing flowers far and away better than the old sorts we used to think so wonderful. When planted out in the flower border, each plant is able to take care of itself with very little attention, and produce flowers daily from June until the October or November frosts arrive.

It is no small wonder that the flowers enumerated on this page are so indispensable to English gardens. Without exception they are as hardy as the Docks by the wayside. Moreover, they are easily grown. Let it not be thought, however, that these are the only flowers at Langport, for every garden flower—herbaceous, annual or biennial—finds a suitable home in these well ordered and extensive nurseries.

We have pleasant memories of these and many other hardy flowers in the Langport vale, where the effect produced by acre upon acre can be better imagined than described. It is not everyone who can journey to this Somerset village, but all may have delightful effects in their own gardens, and in the planting of flower borders no one is more ready than Messrs. Kelway to offer sound advice and reliable suggestions.



DELPHINIUMS IN A BORDER OF HARDY FLOWERS.



## CARS OF THE FUTURE.

FUTURE developments in motor-car construction always form an interesting topic at this time of year, owing to the approach of the Olympia Show, when the novelties of the coming season are first made public. This year it is the general belief that very few changes in design will take place, and what changes there are will probably be among the low-priced cars rather than in first-class makes. There is, after all, very little left to be desired in the running of the modern high-grade automobile, and probably the motoring public are the very last people to wish to see any radical changes take place. We all of us like a change of cars from time to time, not necessarily because the old one is unsatisfactory, but simply because the change itself lends a pleasant variety to motoring. Also there comes a time in the life of every car when it is worn mechanically and shabby in appearance, and there is often less difference than might be supposed between the cost of a complete overhaul and the purchase of a new machine, partially discounted by the sale of the old one. Obviously the secondhand value of a car is greater if the newer models show no radical changes in design, which is quite sufficient to account for the lack of enthusiasm displayed by the average motorist over such new departures.

Probably the most notable change in the premier makes of car will be in electrical equipment, not in the shape of startling novelties at the coming show, but as a steady development of past tendencies. It is only a matter of time for the self-starter to replace the starting handle on all powerful cars, and if one studies the technical side of the question, it seems clear that the electrical starter will be the surviving type. Probably the engine flywheel will become the field magnet of a dynamo that will charge an accumulator battery of considerable capacity, which in turn will do all the "auxiliary" work of the car. It will, of course, be used for engine starting, the dynamo running as a motor; it will serve the whole lighting equipment, and, though at present we regard battery ignition as out of date, it seems only logical to assume that an electrical

equipment such as has just been outlined will ultimately displace the magneto.

Apart from this question of the self starter, it is difficult to see what changes can be anticipated. A few years ago the whole system of gear changing, with wheels sliding into mesh, was regarded as barbarous, and certain to be eliminated in course of time. Gear changing is still the most difficult thing to master in the art of car driving, but the sliding gear has never been more firmly established than it is at present. Matters might have been different had engines become progressively larger and larger, but development, owing to taxation and the price of petrol, has been all the other way. Little 10 h.p. and 12 h.p. engines are now asked to pull big closed bodies, and where a three-speed gear-box used to suffice, a four-speed box is often found to-day.

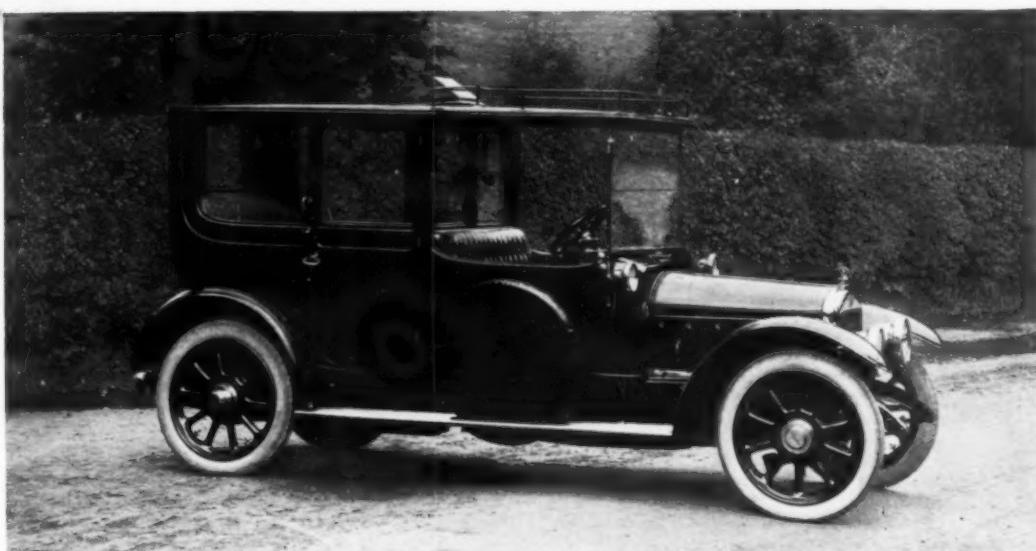
There appears therefore to be no important feature of the modern chassis at all likely to undergo serious alteration in the immediate future. We are left with tires and body-work. Tires remain the most expensive item of car upkeep; also, in spite of improvements in manufacture and the boon of the detachable wheel, tire trouble remains what it has always been—the chief remaining source of unreliability, inconvenience and annoyance the motorist has to face from time to time. All the same, the pneumatic tire is still practically without a rival, and even if a generally accepted substitute were forthcoming, it would probably be as easily applied to existing cars as to new ones. As regards bodywork, existing types leave little to be desired in comfort, absence of rattle, etc., even if in outward appearance many of them are far from beautiful. With the exception, therefore, of the self-starter and electrical mechanism, the best cars now produced seem incapable of much improvement unless inventors spring upon the motoring world some epoch-making novelty at present undreamt of.

We may turn now to the lower-priced cars. In this class the American "invasion" has altered conditions entirely during the last two years, and it is now clear that the cheap European car, if it is to survive at all, must be as good as the American and



IN THE AUSTRIAN TYROL.

*The car halted on the bridge is the 30 h.p. Napier, which has recently completed a 2,000 miles official trial in France, Italy, Switzerland and Austria.*



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all windows, the latter are frameless and have roof, speaking tube; special mudwings, driving mirror, cover for spare wheel, five detachable wheels and tyres, electric lighting system including all lamps, all necessary tools, lifting jack, tyre pump, horn, etc., ready for the road.

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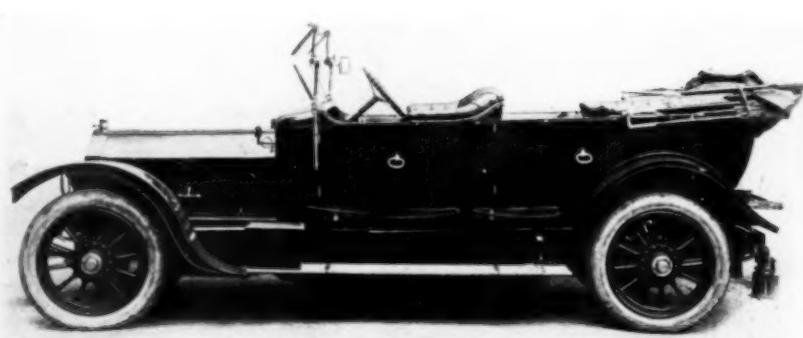
#### THE "AUSTIN ADVOCATE"

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sell at the same price. At the present time the most general method of meeting American competition is to build an elaborate cycle-car, or compromise between the genuine car and the motor-cycle. In the writer's opinion this is an altogether mistaken policy. The cycle-car may have a very fine market of its own, always provided the price does not reach three figures. If that limit is much exceeded, it is necessary to face the direct competition of the American car, and, for the same price, the general preference seems to be with the American product. The cycle-car does not suffice to meet the American runabout, and it will be very interesting to see if the forthcoming show produces anything that is as much a car as those of the American type—at about the same price. The problem before the English trade is by no means so easy as many people imagine. It is necessary to face the fact that England could never absorb an output comparable with that of a big American factory, and the home manufacturer is thus handicapped at the start, since nothing is so favourable to cheap production as a large



24-30 H.P. WOLSELEY WITH BARKER SEVEN-SEATED BODY.

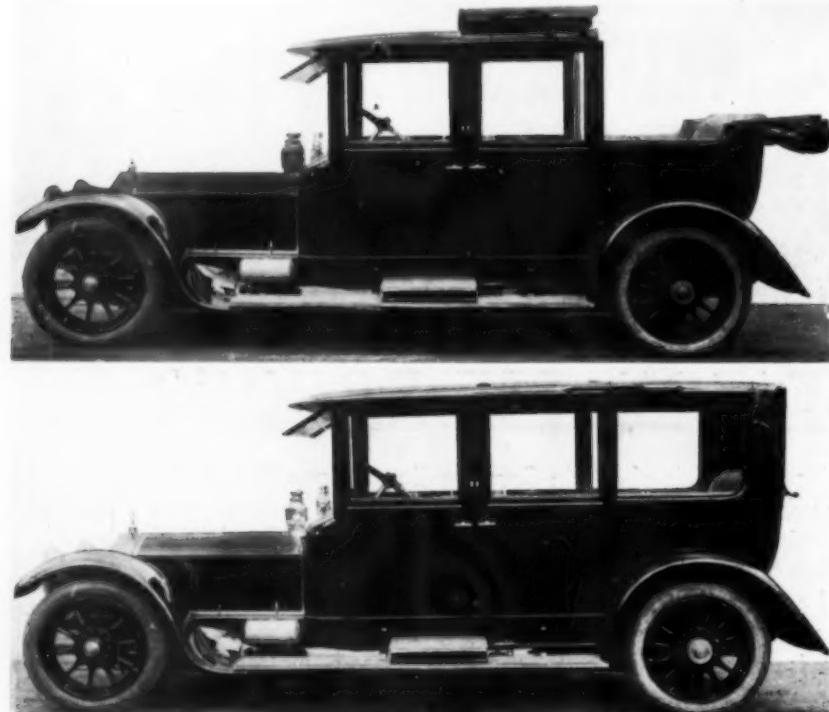
hour and over the flying half-mile stretch the car must have been travelling considerably faster even than this. The race was certainly one of the most exciting ever witnessed at Brooklands, as in addition to the two cars mentioned the runners included such "star" machines as the three-litre Peugeot, which Goux drove in the Coupé de l'Auto; Mr. Engley's huge Fiat, with an engine of 190m.m. bore by 185m.m. stroke; and several others.

#### "CARBURATION."

A car is made or marred by its carburettor, and ever since the beginning of automobilism the keenest brains have been engaged in the attempt to devise the perfect carburettor. That perfection has not yet been reached will generally be admitted, but much of the silence, flexibility and power of the modern car is due to the improvements which have been made in the apparatus, which is intended to supply the cylinders with a perfect mixture of petrol vapour and air under all conceivable conditions. As years go by, the problems of carburation seem to become more complex and more difficult of final solution, and it is somewhat curious that the literature of the subject has been almost non-existent. The practical motorist will, therefore, welcome Mr. Robert Brewer's new work, entitled "Carburation in Theory and Practice" (Crosby Lockwood and Co.), which gives him a clear understanding of the principles of carburation, and provides in convenient form information upon the properties of various fuels and the treatment they require for use in a motor-car engine. Owners more disposed to practice than theory will appreciate the chapters in which most of the well known carburettors used on modern cars are described and criticised.

#### NEW SPEED RECORDS.

Of the making of new speed records at Brooklands there seems to be no end, the latest to put up new figures for acceptance by the International Federation of Automobile Clubs being the six-cylinder Sunbeam. On October 1st this car, driven by Chassagne, D. Resta and K. Lee Guinness, in turns, made a clean sweep of the records from two hours up to twelve. In the first two hours 195 miles 189yds. were covered, the previous record of 189 miles 1,747yds.

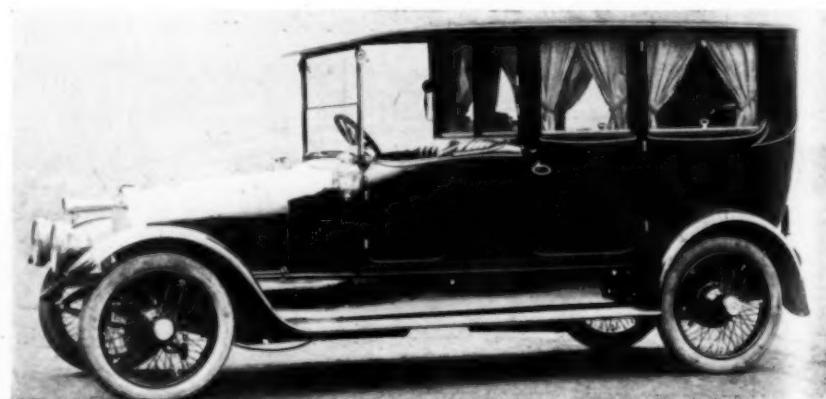


ROLLS-ROYCE, WITH NEW HOOPER LIMOUSINE-LANDAUET BODY.

output. It is rather remarkable that most attempts to produce a cheap car in this country have taken the form of choosing a very small engine, and then trying to get the maximum power from it. A far less expensive method would be to adopt bigger cylinders and spend less money in the attainment of high efficiency. T. D. W. W.

#### THE BROOKLANDS MEETING.

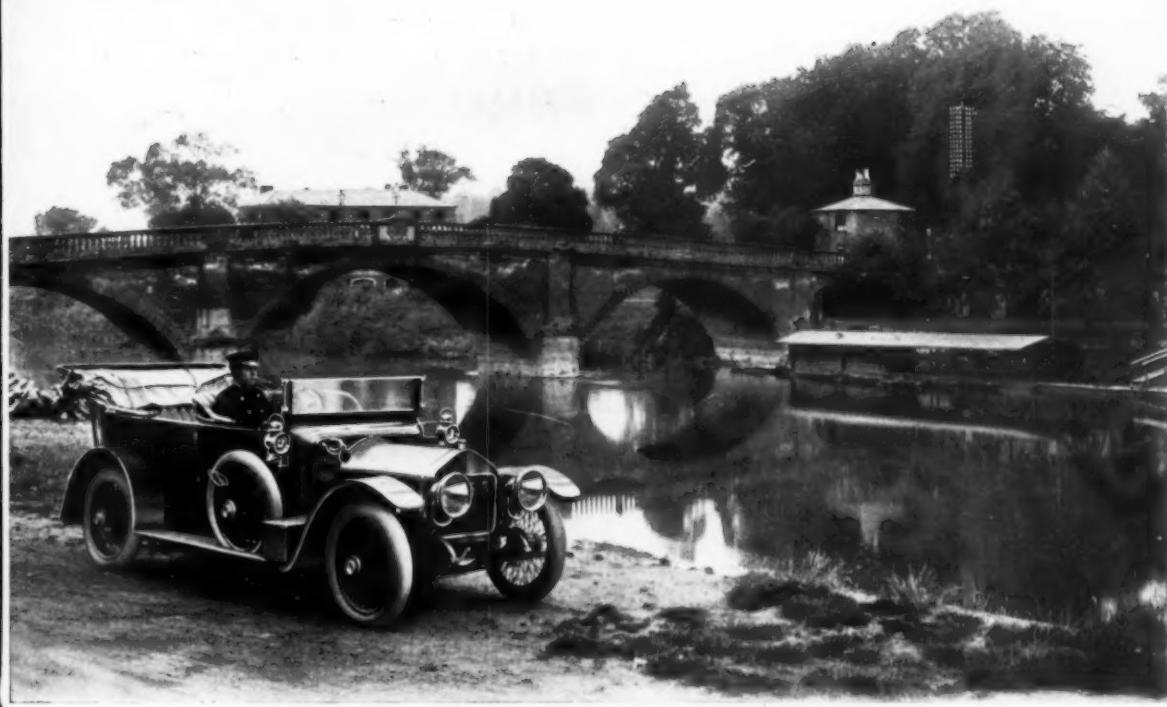
WHAT promised to be a most successful afternoon's sport was somewhat marred by heavy rain about four o'clock, which caused the abandonment of the latter portion of the programme of the Brooklands Meeting on Saturday last. Luckily the weather remained fine long enough for two of the events for which the big racers were entered to be run off, and the spectators witnessed some excellent racing at speeds which have never been equalled at any race-meeting in the history of the track. The feature of the afternoon was the wonderful performance of the new twelve-cylinder Sunbeam, which started scratch with Lord Shrewsbury's 25 h.p. Talbot, and, overtaking a large field of competitors, won fairly easily, having accomplished an average speed of 110½ miles an hour for the 8½ miles. One lap was timed at 118·58 miles an



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having been accomplished by a Lorraine-Dietrich on November 27th, 1912. The average speed of the Sunbeam gradually fell as the hours progressed, but little difficulty was experienced in keeping ahead of previous figures. At the end of twelve hours the run ceased, the car having travelled in that time 1,078 miles 460yds., or an average of 89.85 miles per hour. The achievement is one of which the enterprising Sunbeam firm may justly be proud. Dunlop tires, Shell spirit and Wakefield's castrol were used on the car.

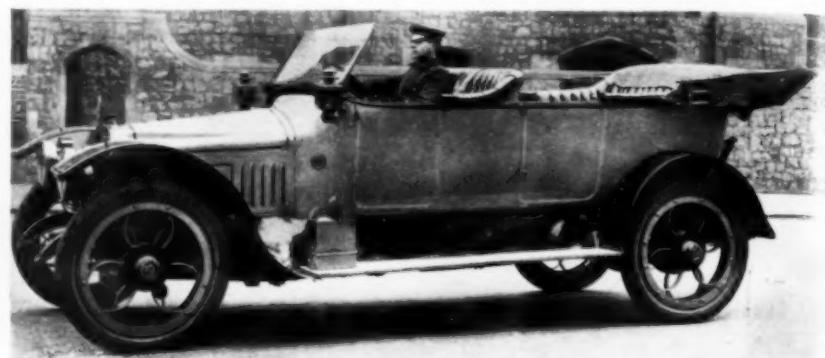
#### A NEW LUBRICANT.

No little interest has been aroused of late among practical motorists by reports of a new graphite lubricant which was stated to give remarkable results in the way of increased efficiency when used in a car motor. Up to the present graphite has not been suitable for the lubrication of internal combustion engines, as it was apt to clog the oil passages and piston-ring slots. A process has now been discovered by which pure Acheson graphite can be reduced to a molecular state of fineness, which obviates the objections to its use in motors. Deflocculated graphite, as it is called, is of such an impalpable nature that it will remain indefinitely suspended in water or oil, and will pass through a filter-paper or up a wick. When fed into a bearing it will pass as readily as oil into the most minute recesses, and after a time the surfaces of the moving parts receive a finish impossible of attainment in any other manner, owing to the pores of the metal becoming filled with graphite. Another advantage is that the graphite is unaffected by heat, a matter of especial importance in the lubrication of internal combustion engines. Mixed with oil, the new form of graphite has been placed on the market under the name of "Oildag." We have received excellent reports of its qualities from motorists who have tried it on their cars, and hope shortly to be able to relate our personal experiences with the new lubricant.

#### GARAGE-BUILDING AND LOCAL REGULATIONS.

The present state of the law does not always give one a very high idea of its intelligence. A frequent correspondent of COUNTRY LIFE tells us that he has been thinking of acquiring a small house

near London, but that as a garage was to him an essential, he naturally had to make a special point of it. Accordingly, as the house about which he was negotiating had none, the owners, after some correspondence, consented to add a garage. When it came to the point, however, the plans revealed a wooden structure, because to add a brick garage to the house would involve having to ask special permission of the local authorities. Why a brick structure should have to be passed by the local rulers yet the same precaution may be regarded as unnecessary in the case of an inflammable wood structure is not very evident. If wood is considered safe, surely the brick structure might



A COLE TORPEDO BODY.

Fitted to a 25 h.p. Vauxhall chassis with Blakoe wheels

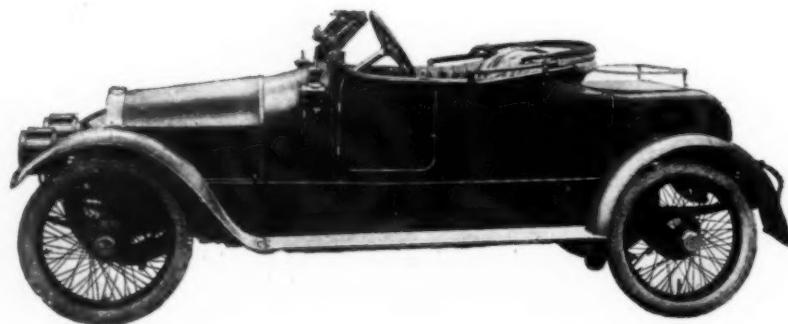
be taken for granted. Such a state of affairs reminds one of the absurdities in the local building regulations, which led COUNTRY LIFE years ago to institute a very successful campaign leading to their amendment.

#### A CYCLECAR MANUAL.

The Temple Press, Limited, has always been prolific of practical handbooks for the motorist, and each phase of the automobile movement in turn has received attention from the firm's staff of writers. Only a short time has elapsed since the appearance of the first edition of the "Cyclecar Manual," but a second edition has already been found necessary in order to keep the work

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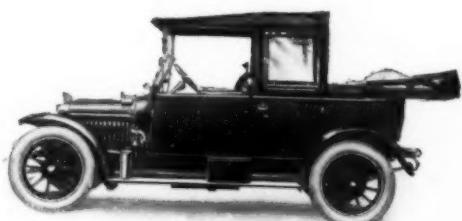
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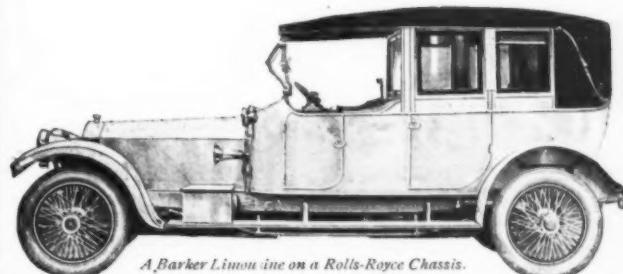
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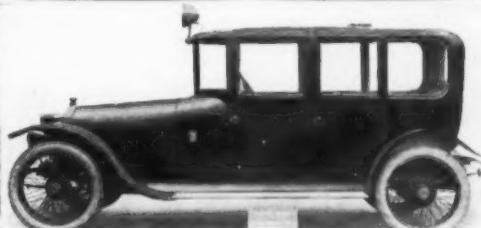
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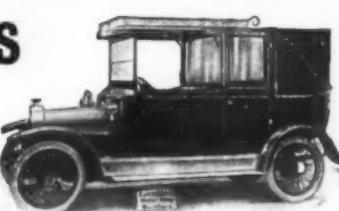
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#### THE NAPIER ALPINE TRIAL.

The official certificate has just been issued of a trial which is unique in the long history of road tests conducted by the Royal Automobile Club. Between September 14th and 27th a 30 h.p. Napier of the 1914 type was driven under the observation of the club officials a distance of 2,106·5 miles over some of the most mountainous roads of France, Italy, Austria and Switzerland. The route followed was from London, Newhaven, Dieppe, Paris, Bourg, Chambery, Mont Cenis, Turin, Milan, Bozen, Cavalese, Toblach, Bruneck, Bozen, Brescia, Como, Domodossola, Lausanne, Geneva, Dijon, Troyes and Dieppe. Among the passes crossed were the Aprica, Tonale, Mendel, Pordoi, Falzarego, Ampezzo, Simplon and the Faucille. The Stelvio was attempted but found to be impassable at 8,000ft. owing to an avalanche having carried away a portion of the road. The total mountain climbing amounted to a height of over 66,000ft. In spite of the severity and length of the gradients the petrol consumption worked out at an average of 18.09 road miles, or 41.08 ton-miles to the gallon, a remarkable achievement even when allowance is made for the fact that the average speed was only 20.3 miles per hour. No work was done to the car during the trial with the exception of tightening one of the bolts holding the petrol tank in place. The radiator was not replenished from start to finish. At the conclusion of the trial the car was driven to Brooklands, where it attained a speed of 62·61 miles an hour over the flying half-mile. Four passengers and a quantity of luggage was carried, bringing the running weight of the Napier up to 5,088lbs. On a previous page we reproduce a photograph of the car taken during the trial, on which Messrs. Napier Motors, Limited, are to be heartily congratulated.

#### ITEMS.

Motorists who propose visiting the forthcoming Motor Exhibition in Paris will be interested to learn that Mr. H. G. Burford, the Managing-Director of the Automobile Consolidated Alliance, has made special arrangements to be in attendance at the Grand Palais in order to give advice on the choice of a car. Communica-

tions sent to Mr. Burford at 1, Albemarle Street, W., will receive his personal attention.

A useful road map of France in twelve card sections of handy size has been brought out by Messrs. Perrier, the owners of the well known table water. The sections are contained in a stiff cover with celluloid face for convenient use when motoring.

The motoring Press is a heavy loser by the appointment of Mr. A. E. Berriman, the technical editor of the *Automotor Journal* and *Flight*, to the post of chief engineer of the Daimler Company. As an able and lucid writer on all subjects connected with the technical side of automobilism Mr. Berriman for several years has been almost without a rival, and practical motorists will greatly miss his contributions to the journals in question.

Commencing on October 1st last many of the leading tire companies, including the Dunlop, Michelin and Continental firms, adopted new price-lists, which show important reductions in the prices previously current.

To meet its growing trade, the Austin Company have just added upwards of thirty thousand square feet to the floor space of their works, and plans for further extensions have been passed. The staff has been reorganised and arrangements have been made for supplies of material to be expedited so that delivery of Austin cars for next season will be considerably accelerated. A special feature of the firm's programme for 1914 will be the building of cars complete with full equipment.

Messrs. C. C. Wakefield and Co., the makers of "Control," the well known car lubricant, have removed to larger premises at Wakefield House, Cheapside.

It appears to have escaped general notice that in the race for the Coupe de l'Auto, a prize known as the Maurice Thierry prize, was offered for the car which showed the greatest regularity in running. This was won by Mr. Guinness on his Sunbeam, which finished third in the race, and completed the 386 miles without a single stop, a remarkable tribute to the reliability of the car and the Dunlop tires with which it was shod.

Among recent purchasers of Austin cars are Lieutenant-Colonel Sir Henry Galway, Governor of Gambia, and the Maharajah of Indore.

In a short time the De Dion Bouton Company will enter into occupation of their fine new works between Cricklewood and Hendon, on the main Edgware Road.

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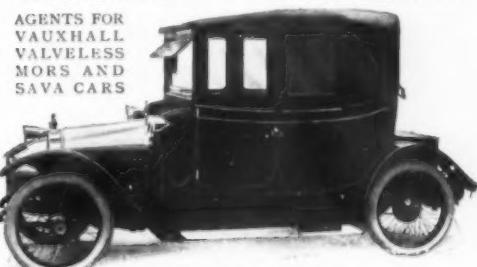
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## RETRIEVER TRIALS.

DURING last week trials were held in Hertfordshire and in Cumberland, under the auspices of the Kennel Club and the Gamekeepers' National Association, and Mr. P. Clutterbuck's, Beds, Bucks and Herts Society held their annual meeting at Cardington and Southill, near Bedford. At Bygrave, on Wednesday, Mr. T. W. Twyford's Peter of Whitmore was the winner of the All-aged Stakes, and Mrs. A. E. Butter's Prudence of Faskally of the Junior Stakes. The attendance was good, and the awards made by Lord Helmsley, Mr. C. C. Eversfield and Mr. A. T. Williams met with general approval. At this meeting it is of some interest to note that an entire morning's work took place in one field of roots, seventy acres in extent. Netherby was very kindly lent by Sir Richard Graham and his shooting tenant for the Cumberland Trials, and here Mr. W. McCall's St. Mary's James won the Castlemilk Stakes, Mr. Archibald Butter's Patron of Faskally carrying off the Netherby Stakes. The judges were Mr. P. Brook, Mr. Lewis D. Wigan and Mr. A. M. Formby, whose labours on the second day must have been arduous, as there were no less than eighteen entries for the Netherby Stakes. Other meetings were held in Northumberland, at Wooperton, and at Whitmore Hall, Staffs, by the invitation of Mr. T. W. Twyford. Great and deserved interest is being shown in the Retriever Trials, which culminate in the championship meeting some three months hence, for which Mr. Archibald C. Butter has kindly lent his Wytham Abbey shooting, not far from Oxford.

## POOR HEADS THE RULE THIS SEASON.

I SHALL be surprised if the stalking season of 1913 does not turn out one of the worst on record so far as heads are concerned. In many of the best forests weights are up to the average. After the bad winter, the early spring grasses were too late to benefit stags' heads very much, and an abnormal feature of the season is the lateness of the deer. In one big forest on the West Coast, so late as September 25th, full-grown adult stags were still in the velvet, and I have no doubt that these conditions prevailed elsewhere. During the past few days there has been a certain amount of activity as regards the hinds, but the really big stags are still untroubled by the wiles of the fair at the date of writing, and leave small six-pointers and such beasts in undisturbed possession. In the West of Scotland no outstanding heads have been seen in any of the big forests, let alone shot. The horns are short and tops are very poor and uneven. Good stags are coming to the same lots of hinds as last year, but whereas they then carried heads of ten, eleven and twelve points and more, they now have much deteriorated heads, with small forks instead of big cups, and single spikes instead of forks.

Further South the same conditions exist, and I heard of one stag, a thirteen-pointer, last year, which wintered and shed his horns near the loop, and now carries only ten points. I saw a very nice ten-pointer from Braulen, with big forks on each top, which should be one of the best heads of a very poor season. The deer in this district are improving, a fact for which winter feeding is no doubt responsible. I have seen very few Island heads so far, but these will probably be better, comparatively speaking, than those of the mainland.

FRANK WALLACE.

## AN AMERICAN VIEW OF THE MOST DIFFICULT BIRD TO SHOOT.

MOST of the Americans whom we meet shooting in this country are from the Eastern States of that great land, and it is always interesting to hear their views on any shooting subject, and especially to learn what they have to say regarding the comparative merits of the gunner's sport in this land and in their own respectively. It is inevitable that in a general way they should find one point of the comparison in which they have very far the better of us. Their "hunting," as they usually call their adventures with the shot-gun, is a much less artificial matter. They go out with gun and dog into the wilds and hunt up game and shoot it

as they are able to find it. In comparison with that, our lowland shooting, at all events, has something to them of the aspect of shooting semi-domesticated poultry. That, to be sure, is an entirely false conception of either a properly conducted covert shoot or a well-organised partridge drive.

Nevertheless, the truth is that, with the exception of grouse on the moorland, we have little in the nature of "wilds." Our little island has been the abode of more or less civilised man for so long that we live in rather artificial conditions. The Americans admit that in the matter of the size of the bags they cannot compete; but that, too, is an inevitable result of the different conditions; and the man who goes out with his gun and has the right spirit of sport in him will say that it is not of the essence of the matter. And when we find one of these Eastern Americans entering into the arena for the discussion of that eternally vexed question, the most difficult bird to shoot, we do not find that he claims any of his native birds as affording a shrewder test of the shooter's skill than ours are able to give him.

We know the answer that the best British shooting talent has given to this question; the opinion is almost unanimous that the bird which most often defeats the aim of even the most scientific of our shots is that pheasant which comes gliding down, with outspread, motionless wings, from the zenith of its flight. Just a few men have chosen the second barrel shot at a bunch of teal after a first barrel has made the little ducks scatter and twist up as they do. But this is a shot which rarely occurs, and is not even known to very many, whereas all are aware of the testing nature of the down-floating pheasant. The average American also is ready enough to acknowledge the supreme difficulty of this particular mark, nor will he deny the elusiveness of the quickly twisting partridge as it catches sight of the guns awaiting it behind the fence. He may have something to say about the flighting ducks in his country, and in this respect he can beat us out of all competition with him in the size of the bags. But we, too, have the flighting duck in this country, although in nothing like the American numbers. The American, in general, by virtue of much practice, is usually a very good shot at the duck; but it is only when we happen to meet a shooter from the Southern States that we begin to hear of a bird new to the gunning experience of most of us, and one which he will freely assert to be harder to kill cleanly and certainly than any that we can show him. It is a little bird, too, and a tender, and a single pellet or two will bring it down. It is no more tenacious of its life than a snipe.

The American of the Southern States will call it a "bat." But when the Briton exclaims, in very natural horror, at the unnatural proposition of shooting that which he knows as a bat, the American will hasten to explain that it is "not a leather-winged bat." It is, in reality, a bird, a little creature with long wings very like the whip-poor-will, and of which probably our nearest British kinsman is the nightjar. But this is a bird of the day and of the daylight, and of very high flight, for you may see it on an afternoon, in the Southern States, away up in the heavens, hardly visible, yet busily scouring, darting this way and that. It is up there that all the insects are, or at least the majority of the kinds that this so misnamed "bat" likes best; and so, to those altitudes, it has gone after the insects. But as the sun descends, towards evening, so too these insects come down out of the heights and gradually sink to lower strata of the air, immediately followed by the little big-mouthed birds that feast on their multitudes, until at length they are come within gunshot of the ground. Then it is, as your American friend will tell you, that there is opportunity for the most difficult shots that a bird can give. These birds swoop, stop, turn and are away again with swift-like agility. No doubt they are related to the swifts, and their habits are almost identical. The natives of the land that they frequent have the knack of shooting them, seeming to know instinctively at what point in their flight they are going to pause for a tenth of a second before making one of their amazing turns. The stranger, even though he be an expert gunner of the birds that he knows, finds himself beaten by these every time. Always holding just a little ahead, he discovers that the bird has made a swift twist just at

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the moment that he was pressing the trigger; and away it has gone, scathless.

Now there is a criticism which will occur—that this may be mighty pretty shooting, but that it is in reality cruelty and not sport, because it is killing a harmless bird and one which is of no use when killed. There could not be a greater gastronomic mistake. This little hawk of the insects is as delicate in flavour as a snipe, and its flesh softer and plumper. It may be thought a pity to kill a bird which is so useful in destroying a number of insects—that is another question. In any case the numbers of the birds do not seem likely to fail. But as for deeming that they are of no good when dead, the reader should only try one at table—as the writer has tried many—and he will confess that this idea has to be put into the categories of those errors in his life of which he has made recantation. "If only you people had them over in your country," as one of these Southern Americans remarked quite justly, "you wouldn't talk so much about your snipe and woodcock." But we have them not. And so we must go for our finest delicacies of the kind to those long-billed birds, and for our most testing shot to the bird of the long tail as he glides on outstretched wings down from the hanging coverts. He makes good sport enough, when we have him thus at his best; but if we are in Virginia or in any one of the neighbouring States in the autumn, we ought to take the opportunity of having a shot or two at the "bat," as the native people strangely call him, and study, for purposes of comparison, what they consider the most difficult shot that a bird can give.

## CORRESPONDENCE.

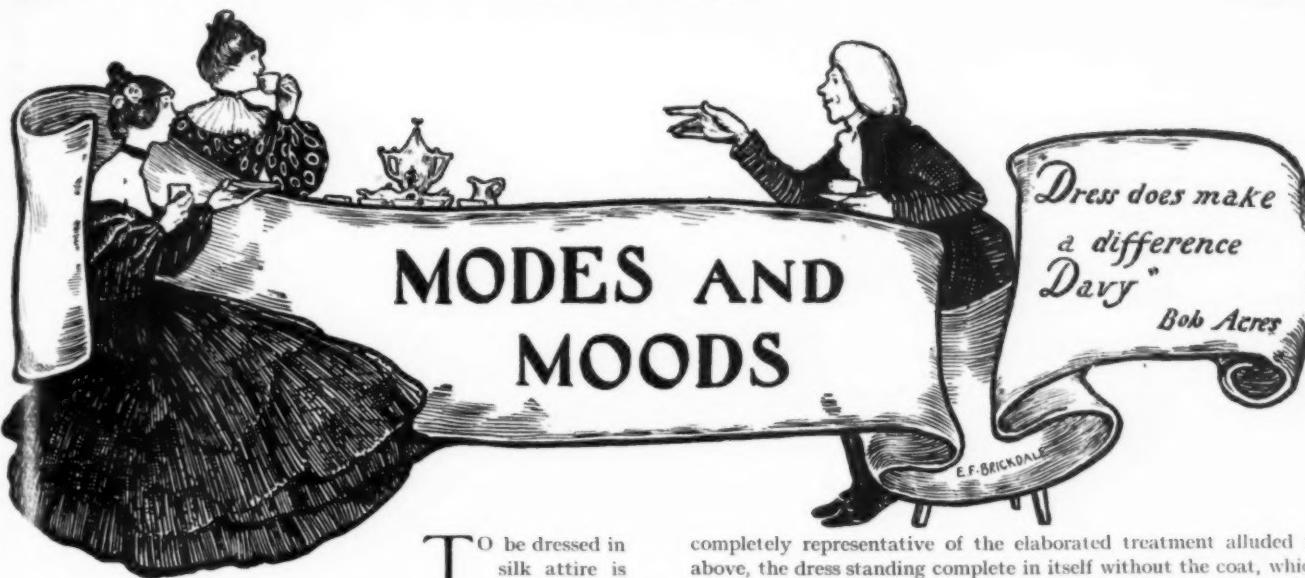
### CURIOUS ATTACHMENT TO YOUNG GROUSE.

SIR.—I enclose you a photograph of a grouse recently shot with a large stick round its leg. The bird was in perfect health, and, except for a slight roughness of the skin on the leg, appeared to have suffered no inconvenience. The bird was a full-grown young bird, and, I should think, must have trodden on the stick as a very small bird, as the hole in the bend of the stick is only just the size of the leg. The stick, which was a bit of old heather, was about a quarter of an inch thick and about eight inches long.—POWIS.



GROUSE SHOT ON THE POWIS CASTLE MOORS.

favourable conditions, 200yds. With a muzzle velocity of 1,200 foot-seconds or 1,300 foot-seconds, one is very liable to under-shoot or over-shoot small-sized game. So long as the 12-bore is adhered to, it is impossible to give its bullet respectable velocity without making the gun clumsily heavy. Seven pounds, or a trifle under, is the weight of gun which a man of ordinary physique can carry all day and use effectively at the end of it on fast birds. The obvious solution is to make the ball and shot gun of smaller calibre. The magnum 20-bore seems to offer a way out of the difficulty. A long-chambered 20-bore, built on substantial lines and weighing about seven pounds, would allow of considerably higher velocity with ball, while making an efficient shot-gun. Of course, the objections to a low-velocity 12-bore vanish if the weapon is not intended to be used with ball at ranges beyond 200yds. There are, however, many men in India, and no doubt in Africa too, who would welcome the advent of a combined gun which could be used confidently for stalking antelope and gazelle. Taking, for example, the Indian black-buck and the chinkara, it is most exceptional to get a shot at less than 120yds., or 130yds., and very often, indeed, it is impossible to approach nearer the game than 160yds., or 180yds. For a considerable time I used a rifle with a velocity of between 1,300 foot-seconds and 1,400 foot-seconds for stalking antelope and gazelle, and, though the weapon was extremely accurate, I found it most unsatisfactory when it became necessary to take a long shot at one of these small animals. Afterwards I used two rifles having muzzle velocities of about 1,600 foot-seconds and 1,700 foot-seconds respectively, and all my difficulties with regard to long shots vanished. It would be a good thing if some of our gunmakers took up the development of repeating ball and shot guns. An efficient 20-bore repeater has been lately put upon the market, and a gun of this description, chambered for long cases and regulated to shoot a conical bullet with a muzzle velocity of 1,600 foot-seconds or more, would be a most useful weapon for wild countries. Such a gun would be an especial boon to the man of small means, who could not possibly afford the high cost of a good double-barrelled combination weapon. Even if cartridges loaded with ball would not work through the magazine, the gun could always be used as a single loader, and, in the case of dangerous game, there might be a couple of slug cartridges as a reserve in the magazine. A repeating ball and shot gun would also, no doubt, give better accuracy than a double.—FLEUR-DE-LYS.



**T**O be dressed in silk attire is just now the ambition of all fashionable women. And, fortunately, it is an ambition that can, within certain limits, be easily satisfied. The selection of styles and qualities is endless in pure silk goods, and almost equally so in silk and wool mixtures; while, following close on the heels of these are the most remarkable cotton productions, that have all the appearance and consistency of woollen weaves. In the matter of silken stuffs for tailor-mades "Duvtyn" takes an easy lead, although reports are gathering ground that are not at all reassuring as to its wearing qualities. And there are several plagiarisms that are by no manner of means silk throughout, and probably for that reason wear the better. Côte de Cheval is a corded silk, delightful for tailoring, the same is true of moiré velour, which is got up with a dull surface, and is, therefore, more successful in colours than black, when it is rather disposed to look dingy. The tailors are also favouring with considerable attention embossed crêpe de Chine, and it is supremely handsome in appearance; while *velour faonné* can do no wrong, the velour creating a raised pattern on satin.

For smart manteaux, *velour faonné* is ideal, especially in such shades as mole, tête-de-nègre, or corbeau blue, lined with a brilliant-hued satin. And, notwithstanding all this rivalry, chiffon velvet continues to hold its own bravely. At an *atelier* of great renown I was shown during the week a three-piece costume of corbeau blue chiffon velvet that was arranged with such a novel skirt, the fullness at the back drawn in rather low down by a deep *empiecement* that was shaped off to a point in the centre; while the coat was of the glorified Russian type so popular this season, the fullness of the basque drawn in midway by a heavy piping and again at the hem with a deep band of skunk. The corsage was the merest nothing, a *soufflé* of Navy chiffon and white tulle.

Of the elaborated character of the season's—so-called—tailor-mades there is no longer any doubt; that is to say, of course, the *modiste's* tailor-made, which makes the title something of a misnomer. Even the simplest are on the busy side, and by way of enforcing this particular claim we have arranged that the two accompanying original designs shall pictorially express the feeling that prevails. The scheme, with the three-piece skirt, may, under existing auspices, be placed under the head of the simple tailor-made. It is composed throughout of drap de velours, a beautiful, suède-finished cloth that is at once pliable and strong. The colour I would suggest is *pain brûlé*, trimmed black velvet and a little collar of skunk, and completed by the latest version of the Tam-o'-Shanter, effected in black velvet, the folds captured beneath a rose cluster at one side, while close to the head there is disposed a straight, narrow little brim of black tulle. In the costume itself there is a wealth of interesting detail that it will be found well worth dwelling upon. Initially we have the three-decker skirt, which is settling down into an unquestioned acceptance. This, it will likewise be observed, takes the approved upward slope in front, while the coat is of exceptionally clever and attractive build, and in a measure takes up the outline of the skirt. The back is cut very loose, and drawn in at either side at the waist beneath a button, and a curious little outstanding loop of velvet, a procedure that brings about the decreed little jump-out over the hips. It is a model of extreme subtlety, expressing just the right modish appearance without a suggestion of exaggeration.

Charmeuse and Ciselé velvet, in that lovely deep corbeau blue which, together with tête-de-nègre, is receiving so much attention just now, compose the companion model. This is

completely representative of the elaborated treatment alluded to above, the dress standing complete in itself without the coat, which is short and vague of outline, and completed by a collar of fitch fur. A beautiful classical drapery characterises the skirt which, as the wearer moves, reveals at the hem a *doublure* of vivid rose satin. I have already referred to the vogue of these coloured linings, and any incentive that may have been required to land it in the front rank of fashionable approval has been provided by the Tango



A TAILOR-MADE WALKING DRESS.

Teas, which seem to have taken the world by storm. To return, however; the little charmeuse corsage is of the extremely floppy order, the décolletage filled in by a soft frilled kerchief of white net, while below the waist there is draped a deep sash of the charmeuse, the handsomely fringed ends tying low down on the one side. One of the daily increasing army of quaint little velvet cap toques is worn, the brim turned out in a sharp point at the side, a large soft osprey floating gracefully over the whole.

Now, though I admit with something of an effort, I propose to switch my mind on to a few subjects better calculated to be of service to readers living in the country, or who are otherwise disinclined to consider the extreme fashions of the day. There has never, within recollection, been provided such opportunities for working out small economies of dress as prevail to-day. And



AFTERNOON GOWN WORN WITH A VELVET COAT.

it is curious that this should be so, in the midst of such a riot of luxury. It is impossible, for example, to make too much of the admirable choice there is in lace and net corsage accessories, which, in a trice, bring a *démodé* bodice up to date. Given a simple black charmeuse gown for best wear, and a navy suiting for every day, the changes that can be wrought with collars, fichus, jabots and sashes are positively endless. This, of course, is in its way the amplification of the Early Victorian black silk dress and lace collar and cuffs. But oh! the little more and how much it is. Our great-grandmothers would in truth be amazed if they could see the decorative adjuncts that are now provided, not as single items, but in innumerable devices, that range from the simplest incident of a jabot to the square-shaped collar of shadow lace to which is attached a draped fichu effect of the same lace, the inner

edge softened by little kerchief folds of net. Many a modish bodice is finished off with a permanent fitment of this description, which can be bought separately, ready made, for a few shillings. Sometimes these fichus have lightly wired Medici frills, *en prone*; that is to say, without any fullness. For this form of ornamentation the finest black Chantilly lace is much used, in conjunction with white or soft écrù net. Mechlin is responsible for numberless dainty details, and, in my opinion, has a better and handsomer appearance altogether than the much vaunted shadow.

Blouses, again, always an invaluable economical aid, are taking on a most helpful phase in the form of a blouse coatee. These, after being tentatively essayed for some time, have suddenly leapt to the front, and, go where you will just now, it is to find the same emphasis being laid on a little all round basque, or a postillion back, additions that at once raise the blouse to higher and more dressy realms. It will be interesting to see whether the jumper blouse will really prove a success. Great confidence is placed in it in some quarters. But it seems uncomfortable and ungainly, while the rather strained-looking sash about the hips would scarcely suffice to keep it in place under the strain of a little extra exertion. *Apropos* of this freedom of fit, which pervades the entire sartorial world just now, those who aspire to express the correct silhouette must not overlook the fact of the immensely important *role* corsets play in the matter. The corsetière's art to-day stands at the very flood tide of success. It is almost abnormally clever, and responds to every demand made upon it by exigent couturières. To acquire the decreed *forme* of the moment it is necessary to wear corsets with a busk slightly protruding or curved outward in the centre. This is a finely subtle treatment, and one most ably expressed in the "Raymonde," a model exclusive to that unique corset department at Debenham and Freebody's presided over by Madame Zilva, who is a past-mistress in the cult of the corset. She knows the subject through from A to Z, and personally interviews every client, according their case her best individual attention. It is impossible to appraise the form-giving virtues of the "Raymonde" in a written description, wherefore let it suffice that as a model of the moment it stands supreme. Like the well-famed "Margot" model emanating from the same atelier, the "Raymonde" is short above the waist, but extremely long below, the hips being beautifully moulded, and at the same time the straight line now *de rigueur* is preserved. Respecting the "Margot," it may, of course, have been coincidence, though it looks uncommonly like prescience, but Madame Zilva's early realisation of the value of a specially devised narrow elastic fitment above the waist was extraordinary. Just recently arrived from Paris is a corset specially designed for Tango dancing, in which a similar elastic continuation is the feature. But all who know and wear the "Margot" will recognise at once the plagiarism. As a corset for comfort as well as *forme* the "Margot" has never been rivalled, though Madame Zilva, with her expert understanding, has many other models, since it is far from her methods to generalise. The figure must be studied by her and corseted according to its needs, wherefore is her counsel always supremely well worth having. The soft little "Tricot" corset she supplies for children is ideal, and is succeeded by one similar in build, but with a light busk, which is wonderfully helpful towards training a growing figure in the way it should go.

A very safe guide to the clothes of to-morrow will be found in Messrs. Dickins and Jones' "Advanced Fashions" booklet, which has just arrived. It caters for practically every requirement of both town and country dwellers. The coats and skirts, for example—always an excellent feature with this firm—include some extremely smart garments in chiffon bengaline, velour cloth and velour de laine, as well as serviceable designs in winter-weight diagonal serges, etc., suitable for morning wear. In long wraps are represented the latest phase of the useful and becoming pony cloth coats, and embroidered chiffon velvet figures among the novelties, sharing the honours with moiré chiffon velvet a lovely chené material with a watered effect which is expressed in a very becoming theatre wrap. As usual, Messrs. Dickins and Jones have devoted considerable attention to the details on which the success of a toilette so often depends. There are some lovely examples of the wide draped sash of the moment in all sorts of plain and embroidered materials, beaded coatees, jabots and collars, and corded ornaments; velvet and paste collars which are so becoming with our present low-cut blouses may be had in a variety of designs, ranging from a few shillings to as many pounds; vests and guimpes for wear with open blouses or under open coats range in material from plain net to gold tissue, and among a fascinating array of lingerie special attention should be given to the lovely lace and crepe de chine cache corsets for wearing under the transparent blouses and gowns of the moment.

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10/3 10/9 11/6

Long Sleeves

11/3 12/6 13/6

Silk and Wool

Low Neck

8/11 8/3 6/0

High Neck

8/6 6/6 7/3

Long Sleeves

7/11 7/3 7/11

Half Sleeves

8/3 8/0 6/3

Long Sleeves

8/3 8/0 6/3

Silk and Wool

Low Neck

8/11 8/3 6/0

High Neck

8/6 6/6 7/3

Long Sleeves

7/11 7/3 7/11

Half Sleeves

8/3 8/0 6/3

Long Sleeves

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The usual and best season to sow is during the rainy month of March, but a later crop may be planted in the lighter rains of the month of October; a crop planted at this time on a farm in the Highlands produced some fine cobs by the end of January. The recently arrived settler should not fail to study the profits to be gained by maize planted as a "catch crop," as it makes a quick turnover of profit, and prepares the way for the cultivation of either coffee or black wattle. In newly broken and ploughed ground the returns from a hundred acres of maize planted as a catch crop may, in a good year, be roughly estimated at rather more than that number of pounds, and a quick turnover of profit is of great advantage to a settler who has to carefully consider his output of capital, and the money thus gained helps to pay the expenses of clearing the land for the coffee or wattle planting later.

The native manner of drying the green mealies, or corn cobs, is simple but excellent. The thicker part of the outer green sheaf is stripped back and knotted, as it is very pliable, and kamba (cord) passed under the knot enables them to be hung in line to dry in the sun; the thin under-leaf is left over the grain when drying, as it gives a little protection in case of rain, but does not prevent its ripening. This is a good method to follow should the storehouse with shelves for the cobs not be in readiness for the first crop. This—with "mtama" (millet or caffre corn) or wimbi (a very small grain)—forms the staple diet of the natives in Equatorial Africa, and is grown in their shambas, or plantations.

The grains crushed between stones or milled make a nutritious kind of porridge when cooked. The allowance per native on safari (journey) is about two pounds per day of mealie or other flour. At the settlers' table the young green corn cob is always a welcome course in the fare up country when available, and is also seen often upon the hotel menu in many parts of Africa. Boiled in part of the green sheaf for twenty minutes, or stripped and roasted and eaten with butter, it is a favourite dish, and not unknown nowadays on a London restaurant menu card.

Statistics show that the exports of maize from the East African Protectorate have been largely increased during the last two years. In the year 1910 the export value was estimated at £6,000, and in 1912 it had increased to over £43,000, and it seems a pity that the existing high sea freights should prove such a check in the transmission of the grain to the European markets and prevent the trade from developing much more rapidly, which it otherwise would do. (An article in the *Times* of September 9th upon the imported produce to England, called the "Cereal Year of 1912-1913," contains an interesting statement regarding the import of maize: "The business done in maize has been very remarkable, and it would be highly interesting if we could trace where the Indian corn has been used, and how? The imports of November and December were extraordinary, and again during the last two months they have been greatly above the average.") In the United States the estimated returns of the maize crop for the present year amount to the figures of 1,336,000,000cwt. On the European continent it is grown in many parts. In Saxony, although it cannot fully develop to seed, large patches of it may be seen growing in the great agricultural districts, and it is used as fodder for cattle. Maize grown in Bohemia and Hungary develops to fuller maturity. The writer has partaken of excellent roasted corn cobs grown in the former country. Another use for this plant is heard of in Mexico, where a kind of sugar is extracted from the stalk by the native growers.

H. A. C. D.



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## SOME RECENT NOVELS.

**Shallows**, by Frederick Watson. (Methuen.)

ABOUT two-thirds through his novel Mr. Frederick Watson begins to warm up to his tale, and from a jerky, somewhat uncertain narrative, it develops into an extremely intriguing study of clan feeling, hatred and loyalty in the latter part of the life of the unfortunate Charles Edward Stewart. Mr. Watson is a writer with some skill in subtle thought and no mean gifts of expression. But that this clever and original first novel is somewhat rambling and scattered in construction certainly stands in the way of its gripping the casual reader. Then Mr. Watson is unfortunate in such descriptions as : " He moved like a deer on elastic feet " ; or, again, in such ill-expressed irrelevancies as, " In such moments he strode up and down the room, walking perfectly steadily, calling out strange words, uncouth foreign words, and wearing a flat bonnet upon his head." Yet the story is compact of much that is individual, and seems to promise that here is a writer who has it in him to give us a sound historical novel.

**The Road to Victory**, by Rose Schuster. (Chapman and Hall.)

IN *The Road to Victory* Mrs. Rose Schuster gives us a close analytical study of the development of the character of Frederic the Great. The story is a fascinating one, the conflict of wills between father and son examined with liberality and acumen, and the effects of Frederic William's harshness and tyranny shown with dispassion. Mrs. Schuster has woven into the youthful life of Frederic a romance which lends the story that lighter touch it needs ; this romance is just faintly indicated, and is brought to no decisive importance. Of the hardships to which the young prince was subjected at his father's desire, and in the hope of bringing the somewhat effeminate youth more into conformity with the German ideal, we receive full description, not the least interesting portion of the book being concerned with his enforced stay within the fortress of Custrin, his later comparative freedom there and the means by which the dulness of his day's routine was lightened. Towards the end of the novel there is some condensing of matter ; descriptions of Frederic's successful campaigns and indications of his future greatness absorb the author's attention to the detriment of the more romantic interest of the narrative. But this the reader genuinely interested in Mrs. Schuster's presentation of the character of Frederic will not regret, so admirably has she succeeded in arousing our sympathies with her central figure.

**Tide Marks**, by Margaret Westrup. (Methuen.)

THOUGH rather tending to outrage the probabilities quite unnecessarily in the matter of Michael Brent's complicated and foolish plot to secure himself a wife in Philippa Hamilton, there are qualities in *Tide Marks* that lend the novel an undeniable attraction. These qualities are not to be found in the characterisation of the principals, which is, on the whole, unconvincing, but in the clever artistry by which the spirit of the beautiful West Country is realised, and by the sketches of such as Rabbie, of whom we hear too little. There is something essentially agreeable, to the mind intent on pleasant diversion, in a pretty picture of life with the rose tints accentuated and realities delicately ignored or entirely obliterated. Mrs. Westrup here tells this kind of delightful, if improbable, tale. We enjoy it when it comes our way, we will also doubtless enjoy in the same fashion its successors ; but we cannot take it or them seriously. It is improbable it is intended that we should.

**The Second-Class Passenger**, by Percival Gibbon. (Methuen.)

THIS is a collection of short stories of real dramatic power, written with a restrained and impressive vigour that carries the reader from one tale to the next with a gathering sense of appreciation. Mr. Percival Gibbon shows a versatile imagination ; among the collection at haphazard may be mentioned, for a certain uncanny mysticism, "The Man Who Knew," where a young Boer farmer discovers, through a premonition of the death of first one son and then another, that he possesses a terrible gift of foreknowledge. With the death of the second son, the mother almost comes to blame her husband that, with foreknowledge, he did not avert the calamity ; and the psychology of the situation is very cleverly and subtly conveyed. "The Murderer" is a tale of seafaring, a gruesome and quite extraordinarily logical metamorphosis. For quiet philosophical acceptance of the kinship of the normal and abnormal in life by the average non-imaginative man, *The Second-class Passenger* attains its obvious end with a simplicity that is deceptive and admirably suited to the author's purpose. On the whole the sustained excellence of this collection of short stories is undeniable.

## FOR TOWN & COUNTRY.

A NEW SPARE WHEEL WRAPPER.

THE provision of a spare wheel, tire or detachable rim, which has become almost a matter of course among motorists, has, of necessity, given rise to a good deal of experimenting in the direction of a proper means of protecting such spares from dust, rain and mud. That protection is essential is, of course, obvious, for to carry a spare part and then expose to the varying conditions of English weather and general travel is asking for vexation and delay, if not real difficulty. One of the most effectual means of ensuring the necessary protection is provided by a wrapper recently introduced by Messrs. J. B. Brooks and Co., the well known equipment specialists of Birmingham and Criterion House, Grape Street, Shaftesbury Avenue, W. Like all Messrs. Brooks' wares, this wrapper leaves nothing to be desired in material or workmanship, but it will appeal strongly to the motorist on account of its smart ship-shape appearance and the way in which it harmonises with the lines of the modern car. It is made of polished leatheroid, carefully cut to fit the wheel it covers exactly, so that shaking or rubbing is impossible. The wheel drops into the lower half of the case and the upper part is pushed down upon it and secured

with straps, while provision is made at the back of the wrapper for the dummy hub or whatever is used to secure the wheel. That it is satisfactory is evident from the large and increasing number of cars of all types and sizes which carry it. Messrs. Brooks are constantly introducing new devices for the comfort and convenience of motorists, and we would advise our readers to write for their interesting illustrated catalogue of these.

### THE GAS FIRE OF TO-DAY.

Among the papers read at the recent meeting of the British Association, one of special interest to the householder was that delivered by Mr. H. James Yates, F.C.S., M.I.M.E., Vice-president of the British Commercial Gas Association, on the subject of "Recent Progress in Gas Fire Science." The paper was, of course, far too long to be quoted at any length here, but, starting with the earliest form of gas fire—a series of Bunsen burners, the flames of which impinged upon asbestos filaments or other refractory materials in the original coal grate—Mr. Yates dealt first with the drawbacks of this earliest stove, which showed plainly that, used on the same basis as coal, gas had little, if any, heating superiority, and could not compare in the matter of cost. From this he showed how the convector stove was evolved, which, by means of extended flues within the stove body, certainly effected a saving in heat but at the expense of the health of the inhabitants in the room, so obvious to the meanest intelligence that a widespread prejudice against gas stoves was engendered. Seeing the impossibility of getting satisfactory results from convected heat, he told how he himself experimented with radiant stoves, altering the shape so as to get a large flame surface of very shallow depth, replacing the filled-up pieces of refractory material by single pieces, one above another, finally, by hollow fireclay columns, perforated with a design specially contrived to promote the uniform heating of the column, replacing the heavy front bars with a single thin horizontal rod, and by observation and practice gradually increasing the radiant efficiency of the stove from 30—33 per cent. to 48—50 per cent. Then he came to the final triumph of the gas stove manufacturer—the careful manipulation of the flue vent and the canopy, evolving a stove which gives as good ventilation as a coal fire without the loss of heat involved by an ordinary chimney. This result revolutionised the attitude of the medical profession and general public towards gas. To-day there are upwards of three hundred and fifty thousand gas fires used in London alone, and there is every indication that the number will continue to increase.

### BRITISH PIANOS AT OLYMPIA.

Among the many fascinating stands at the Ideal Home Exhibition this year, the trend of popular taste is evinced by the interest shown in that of Messrs. John Broadwood and Sons, Limited. The name of Broadwood has always been associated with all that is finest in the manufacture of British pianos, but the firm are by no means content to rest on a reputation deservedly won in the past. Recognising the genuine demand for mechanical players, they have of late years devoted much attention to perfecting this modern branch of their industry, and the latest result may be seen at the exhibition, where a very attractive entry is a new Baby Upright Player, in which the player action has been so arranged that the size of the piano is only one inch longer than a similar instrument without the Player. This, fitted with all the latest improvements, costs only £84. There is also a new Baby Grand Player Pianoforte with a similar player action and very moderately priced. Captain Scott's Player Piano, which is shown in precisely the condition in which it returned from the Antarctic—excellent condition, too, considering the severe tests to which it must have been exposed—excites a good deal of interest, and beside these more particular items there is a fine display of pianos of all grades, ranging in price from 40 guineas to 360 guineas.

### THE ALEXANDRA HOTEL.

The charming reception-rooms of the Alexandra Hotel, Hyde Park Corner, have seldom been used on a more interesting occasion than for the reception after Kaid Sir Harry Maclean's marriage to Miss Prendergast a few days ago. The mere mention of Sir Harry's name recalls stirring adventures and brilliant feats of diplomacy, and it was curious that on his wedding day the afternoon papers were recounting the latest exploits of his old Moroccan foe, Raisuli, an incident which seemed to add to the romantic interest of the reception. The reception-rooms have been recently redecorated with great taste, and their fine proportions and beautiful situation, looking out over Hyde Park, render them perhaps the most attractive rooms in London for social functions of this kind. In fact, there is a combination of homeliness and up-to-date luxury about the Alexandra which, in addition to its easy accessibility, make its continued prosperity a foregone conclusion.

### A COMMAND CONCERT.

The now famous Manfield Choir, which is composed entirely of employees of the great shoe manufacturing firm of Manfield and Sons, Northampton, recently received the honour of a command to sing before Their Majesties on the occasion of their visit to Earl Spencer at Althorp. The concert, consisting of six items, and held in the Grand Saloon, was an entire success. Their Majesties applauded with considerable enthusiasm, and at the end of the concert both the King and Queen complimented the conductor, Mr. Marshman, very warmly on the excellence of the performance. After singing a couple of pieces at a concert given to the Household Staff the choir returned home by motor, greatly delighted with their success and Their Majesties' kind reception. It has, indeed, been greatly appreciated in the town of Northampton, which is justly proud of the splendid work done by the Manfield Choir.

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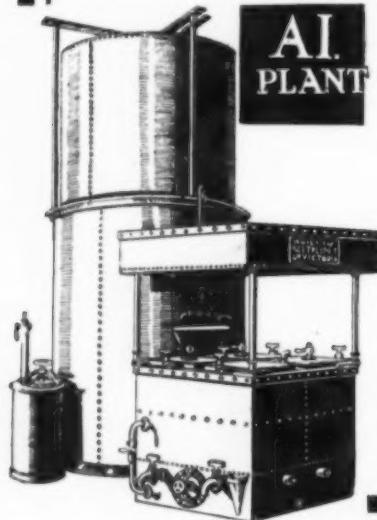


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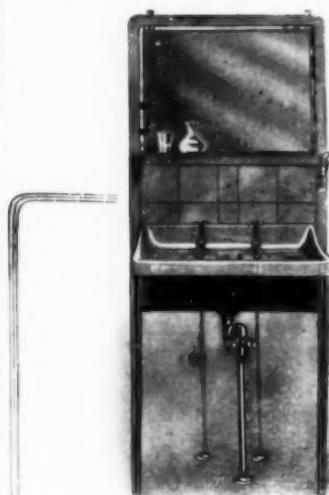


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